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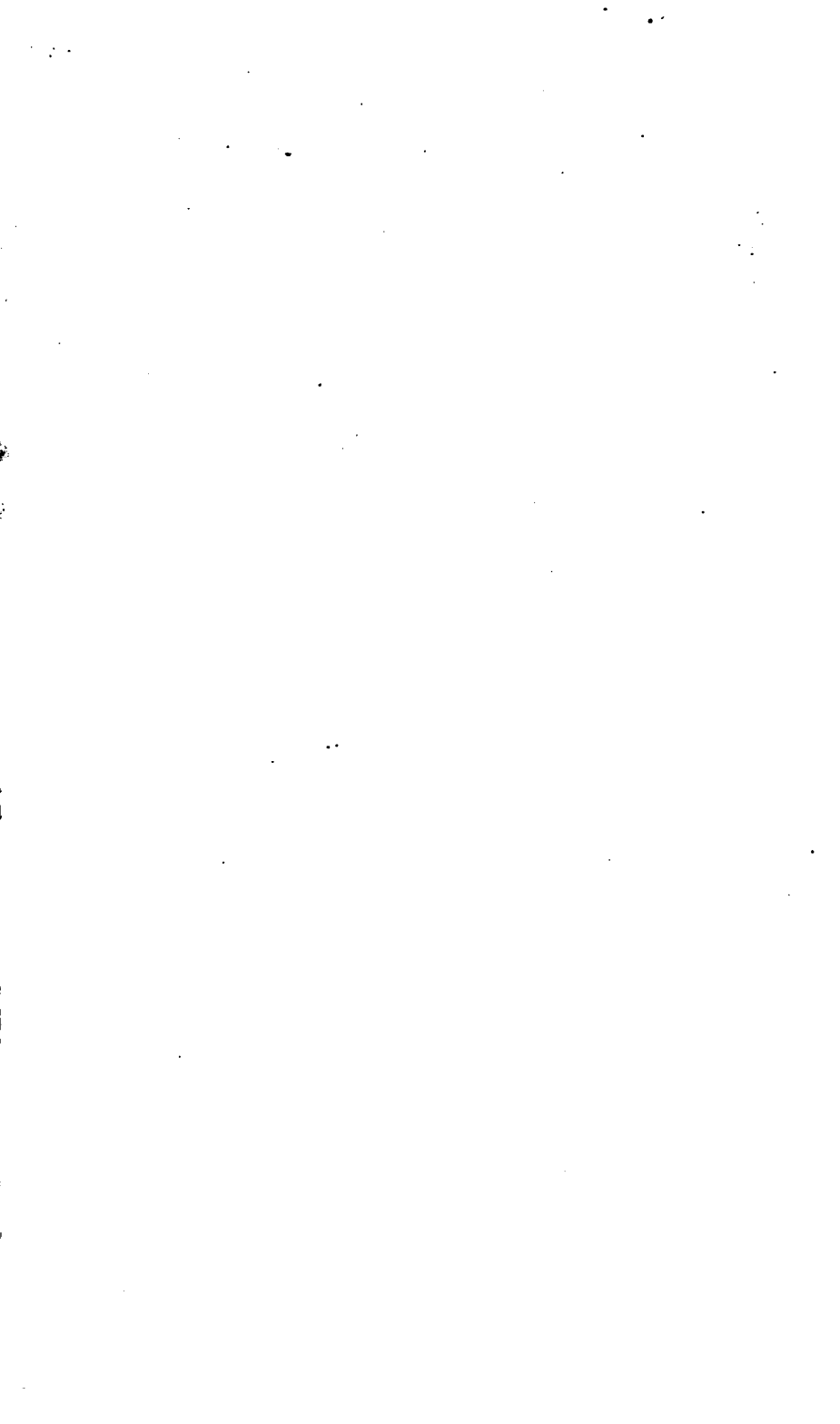
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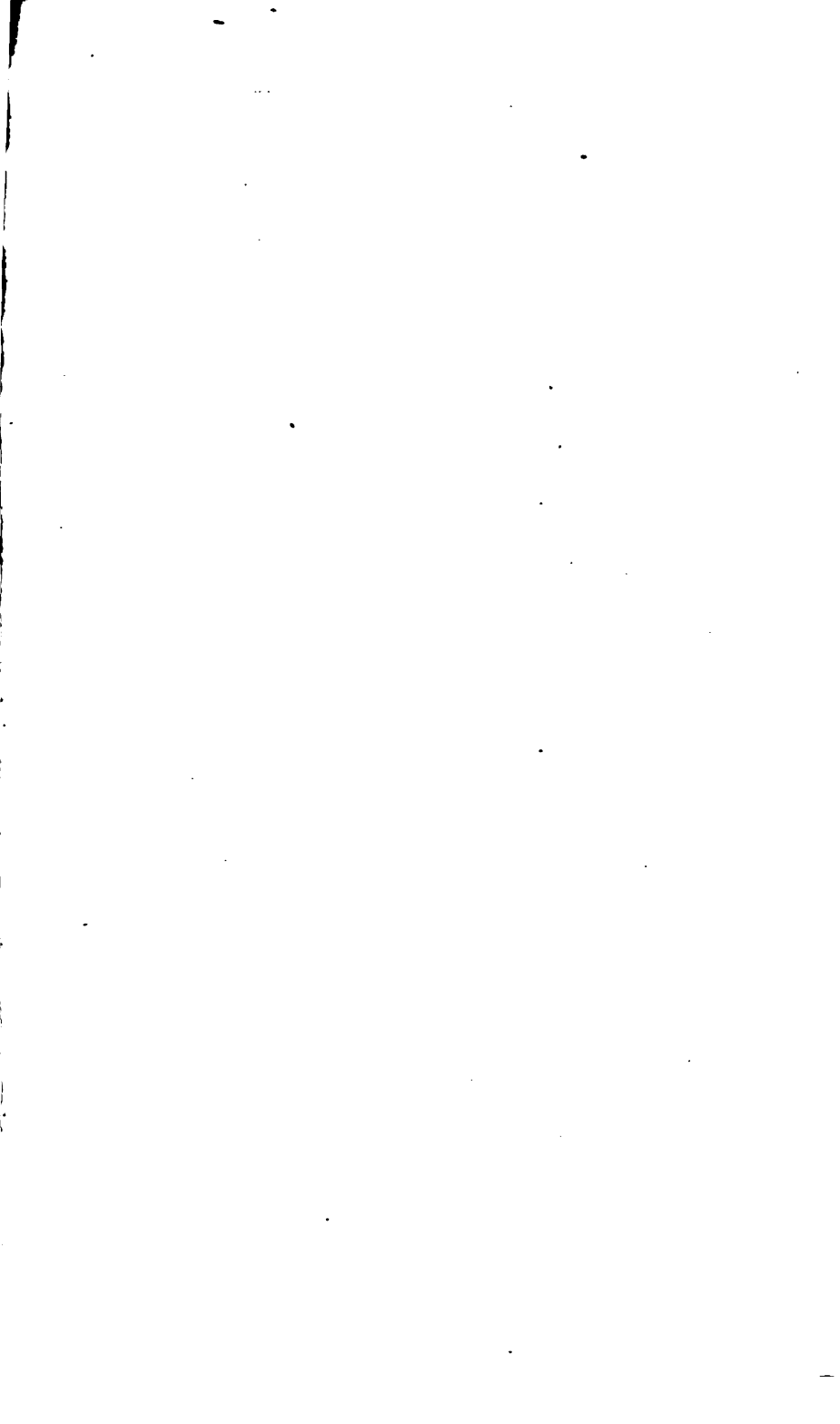
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HUNT'S YACHTING MAGAZINE.

VOLUME THE EIGHTEENTH.



"The security of the Kingdom is increased by every man being more or less a Sailor."—CAPT. MARRYAT'S *Pirate and Three Cutters*.

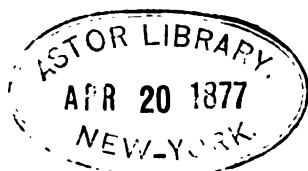
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1869.



HUNT AND CO.,
NEW CHURCH STREET, N.W.,
EDGEWELL ROAD,
LONDON.
V. 3331

ADDRESS.

IN our Eighteenth Volume we have endeavoured to chronicle the numerous contests that have taken place during the season ; and we tender our hearty thanks to those who have generously rendered us assistance. This year has been one of much excitement, not only by the Anglo-American challenge, but also by the Emperor and Empress of the French's liberal gifts to English yachtsmen. We trust this friendship, in conjunction with that of our American cousins, will long continue.

Our foreign-going patrons will add much to Yachting literature by supplying us with their logs, which will chronicle, for future ages, the bold and daring deeds of the Pleasure Navy.

December, 1869.

ROY W. W. W.
CLUB
Y. A. S. S.

HUNT'S YACHTING MAGAZINE.

JANUARY 1st, 1869.

LEAVES FROM THE LOTUS.

"I do not admit there is a river called by the barbarians Eridanus, which discharges itself into the sea towards the north, from which amber is said to come; nor am I acquainted with the Cassiterides Islands, whence comes our tin. However, both tin and amber come to us from the remotest parts."

HERODOTUS, THALIA III., 115.

ONE lovely morning when the glassy *Sound* lay unruffled by the slightest breeze, we were swept outwards by the ebb, on our way to the Cassiterides. The rising sun, struggling through mist, flashed and glittered from the surface, where gulls, dipping from time to time for the glancing bait, or floating refuse, wheeled off pursued by their screaming fellows, and left the ripples below them spreading in circles around. The salt sea air set our lungs playing cheerily, and its bitter tonic already vied with the smell of coffee, in whetting our appetite for an approaching meal.

We passed the rocks and batteries of Drake's Island; and the green vales, huntsmen's cottages, fir-clad heights, tall red cliffs, Indian Pagoda, ornamental fort of Mount Edgcumbe; and Cawsand Bay adjoining with its fishing villages gleaming across the blue waters in the bight, an amphitheatre of hills surrounding them:—a panorama charming in Italian scene, as we floated lazily by. When the white light-se and line of foam along the breakwater were left behind, our sails dually filled, and we skimmed over the long swells, which rose and

fell regularly, like deep drawn breathings, and then swept onwards to sigh, hiss, and expire on the slopes of Penlee; or surge and foam against the black bluffs of Rame on our lee.

Squadrons of red sailed trawlers, their booms creaking dolefully, and their helmsmen rocking to and fro incessantly from one leg to the other, like bears in a menagerie, sailed along round us, till on opening Whitesand Bay we bore up; the coastguard stations at Donderry and Portwrinkle glittering in the distance, and the sands extending in an uninterrupted white line north of us, for over five leagues to the westward. Hookers in all stages of delapidation lay scattered about the bay, rolling like pendulums at their killicks; and round and round one of them we saw skimming, and doubling, a Mother Carey's chicken, like an ordinary swallow over the surface of a pond.

A weary time we had of it that day, cooped up in our little boat, with the hot sun pouring down on us reflected from our white sails, and dancing in Tom Noddies on our sides; not a breath of wind stirring, and the catspaws that occasionally stole across the blue bay serving only to tantalize, by almost invariably failing 'ere reaching us. Little satisfaction was it for us to watch the pipe fish wriggling, and the small fry, and animalculæ darting about, deep down in the indigo coloured crystal beneath. They indeed seemed to have a jolly time of it, and we envied them; but the jelly fish swelling and shrinking their umbrella shaped backs, as if gasping for breath; with their fringes and feelers stretched forth for relief, floating far behind them, were more in unison with our feelings, and we could sympathise with them; whilst the dorsal fin of an approaching shark, protruding from the water like the end of a boathook staff, failed raising any emotion, for we felt that any would only add to the sweltering condition in which we then panted.

No Strasburg goose, subjected to the usual ordeal for ensuring *fore-gras*, ever suffered more from heat and plethora than did we; and glad enough were we to cast anchor under Looe Island at sunset, and trust for a breeze in the morn. Dark night then soon set in, the sea moaned softly outside of us, a solitary light beamed from the quondam borough towns east of us; and after an evening meal and a pipe, my venerable skipper and myself turned in, and hearing him snore soundly in the cuddy I too fell asleep, and probably following his example, raised a hoarse duet, that startled many a prowling conger from his wonted among the rocks around.

In the morning we had more wind than we trusted for, for on awaking we found it blowing a gale from the S.S.W., and our little craft tugging madly at her anchor, and sheering from side to side in the gu

as if terribly anxious to be off. So having breakfasted we hauled down three reefs, got out our small jib, and weighing anchor, made sail for the westward. The seas no longer rose and fell with the equable motion of yesterday, but as we cleared the eastern point of the island, rushed at us like a drove of wild bisons, half drowned us in spray, and careering madly on, let us flop into the trough of the receding waves, till they roared and foamed against the rocks on our lee. We soon put about however, and after a plunging dip or two in stays, stood on westward for Fowey. We now bowled along under jib and mainsail, our tack triced up, our topmast head describing all sorts of strange figures in the sky, and our bowsprit-end lashing the short waves, and quivering, as they hissed spitefully by.

The wind whistled through our rigging, and the seas at times dashed over us, as over a half tide rock, and when the drifting scud lifted, we could see them breaking on the shore, and half wondered at not hearing a loud boom after each feathery, snow white explosion. How drear and desolate the steep furze clad coast did look through the drizzle! A hooker disappearing suddenly in the tall cliffs told us where lay Polperro, and after making Talland and Lansallos churches, which from the heights seemed beckoning us on to be drowned and be buried; the red and white beacon on the Gribben appeared, and putting up our helm, we shot past the cross surmounted rocks at the entrance of Fowey harbour, rounded to in Polruan pool behind the eastern hill. When we rowed ashore after dinner our little cutter looked quite trim, with her stays and rigging all as taut as fiddle strings, her tiny burgee fluttering in the breeze, and her wet sides glistening like the panels of a Lord Mayor's coach; and our running to Fowey in such weather, seemed to have somewhat astonished the natives.

Like Yealm, Salcombe, Dartmouth, and other rivers on the southwestern coast, Fowey is a charming little place.

From the narrow entrance, where ruined block-houses grace either side, the harbour expands into a comparatively large sheet of water, on whose bosom then floated a timber ship, and some coasters; a schooner or two lay alongside the quays on the western side, where stands a granite obelisk commemorating the visit of Queen Victoria to the portry hall at Place, among the trees behind; and a dozen or two fishing boats, rolled gently in the imperceptible undulations, that found their way round the point into the still pool where we lay.

The little town of Fowey, once too a borough town, with its old square red church, granite pinnacles of Place House, and the park and grounds adjoining, with many an indenting *Pill*, lay along the western

side of the harbour, which wound away northward, the river flowing down past it from Lostwithiel. The village of Polruan nestling at the foot of a hill surmounted by the ruins of an ancient monastery, and terminating in the block house at the point, lay in the south-eastern corner of the harbour behind us, whilst an amphitheatre of hills enclosed the scene.

The summer storm soon blew over that day, and when towards evening we strolled through the ropewalk to the battery on the western point, the setting sun was purpling cliff and cave; merry groups were revelling in the change, and the splash of an oar in the still waters below, or voices from the shipping in the harbour, rose up through the still air; which from time to time rang with a merry laugh from some bevy of skittish damsels, and echoed among the surrounding hills. Smoke poured from the open scuttles of our tiny cabin till late that night, and the stars were dancing in the water when old Tommy the ferryman put our guests ashore:—a shrill whistle awakening the echoes in the morning, as we ran up our ensign; and waving handkerchiefs greeting us as we rippled past the fort, the lawns of Menabilly, the Gribben cliffs, and Cannis rocks till eventually lost to sight. Par harbour and St. Blazey, then opened out, and the booming of the Volunteer Artillery guns from Charlston beach in the distance, fell dumb-like on our ear, long after the flash had passed from the eye.

My old navigator leaning over the lee combings of our well, his eyes screwed up into crows' feet at the corners, and a grim smile of satisfaction at awakened memories playing across his weather beaten features, pointed out every church, village, creek, port, headland, nook, and corner we sailed by; capping each indication with some remark suggested by the place. "She's waitin' fur the tide to go into the canal," he mused, as we saw a schooner bring up under the land near a kind of pier at Portmellin, and then he told his experiences of the canal in question. "That's Mevagizze in there" said he, and then sung to himself "Meva-gizz-y!" mimicking the syncopated tones of the Cornish, and chuckling to himself over some recollections they excited.

"Them's the Gwineas Rocks. That's Gorrans, and a precious rum lot they be there I can tell 'ee. That's the Dodman."

"Oh, fust we made the Dodman, Lizard, and Ram Head,"*

and so on, as we rippled pleasantly along the Cornish coast, which though for the most part still wild, yet looked as delightful now, as it had looked dreary on the previous day.

At one place cliffs rose hundreds of feet sheer from the foaming wa-

* An old song, the words of which I forget.

which at another washed long rocky spits that backed by some pretty village, stole far into the sea. Here the waves toppled and broke over outlying rocks; there they rippled and murmured in some sheltered cove. Now the rocks were as black as if payed with tar, and then powdered with soot,—anon they glittered with sparkling quartz, or were bleached to dawning whiteness, by constant resort of the wild sea mew. Behind all rose the distant moor, with here and there a church spire, commemorating some Cornish Saint,—for Cornwall it is said had more saints than sinners of yore. The clouds rolled landward, and floated black edged, and piled above the hills; *dipchicks*, and *murrs*, moistening their beaks frequently in the dancing wavelets, and twisting their eyes nervously from side to side, turned head over heels and dived; or else wheeled past us in twos and threes on the wing, as we sailed by. Mounts' Bay boats with their huge lugs shot across our course, to and from the shore, whither now wended their way to roost the gulls, which vented their melancholy cry as they flapped lazily by.

The sun went down reddening the western sky, and 'ere it set we rounded St. Anthony's, and passing St. Mawes harbour on our right; and a derelict and dismasted ship, whose broken gear flaunted in the swell splashing among her chains, where she lay stranded behind the point on our left, we brought up amidst a musquito fleet moored abreast of Falmouth just as the sun went down. A stroll through the *Falmouth* ropewalk followed, whence, it being Sunday evening, proceeded shouts, laughter, and buzz, of a very different character from that heard at Fowey. For here the skippers and crews of the host of ships awaiting orders in the Roads, their cigars and cigarettes sparkling like fire flies in the darkness, and tainting the air like that of a *café chantant*, were lounging to and fro chattering broken English, and skylarking with the troops of hoydens, who make this day their Carnival; and whom I heard, as I strolled back to the boat, up and down, the otherwise silent streets of the little town afterwards, in the dark, giggling to each other as they recounted their adventures, and compared the various looks, and sayings, of their respective Foreign admirers.

We were up early next morning, and taking a last look at the long, wide spreading, but shallow harbour, with the Coast-guard ship in its *st*, and ramifying creeks on either side; we sailed through Carrickada, where floated colours of every hue, and frowned Pendennis Castle on the peninsula on the western side, and made boards off and on till could weather the Lizard. My Palinurus was delighted, as one of the other, we overhauled the coasters working up to the Point; as before, he pointed out the features of the shore.

"That's St. Keverne's on the hill behind the Manacles, that's Black Head and Trelever, that's Innis Head, that's Beast Head, and them's the Stags," said he, fondly and reflectively, as a number of Stonehenge looking rocks sticking up in the sea came into view. The wind slackened somewhat off Old Lizard Point; and we had a tussel with the tide, but eventually carried the day, and amidst an armada of ships of every sort and size, rounded the Lizard, and leaving its two lighthouses behind us, gradually opened out the bay.

Palinurus now grew somewhat moody, and leaning over the boom, gazed wistfully to leeward under the foot of the mainsail, when at length bringing his fore finger like a pistol to his eye, he exclaimed with a sigh,—“That's Million Cove that iz, well I remembers the last time I wuz there!”

“When was that?” I enquired, seeing there was a tale in the wind.

“Why you see” he replied, squirting all superfluous juice over the lee rail, on which a drop or two fell fondly as it passed—“Us wor comin' from Car-diff in a bran noo skew-nor o' my awn, her very fuss voyge it were, an' she loaded down to the co-mins a'most, when jist as us wor where us be now, a sea kim over the stern, smashed in the sky-light, for us hadn't got no gratins made, an' rin down into tha cabbin. Now bin a noo craff ya see the lower deck woz as tight as a bottle, and as the cabbin door banged to, the water coudden fine uts way forrard. So one sea comin' a top a tother, filled the cabbin chock phul in a jiffy, an' us begun for ta settle by the stern. Me, the two hans and tha bhuy jist had time fur ta launch the boat an jump in, when down she went stern fomust, and then us rin ta loo-ard into Million, a savin' uv ourselves by the skin uv our teeth, with nuffin in the wurd leff but whot us stood uprite in. Ah! a bitter day it wur too, cold enuff fur ta friz the knobs off a brass fender, an' us cood scase git out a tha boat when we landed, us was nummed that feerful, an' all fingers an' toes. An' thin I had to begin afresh agin,” said he “and sum time it were too afore I could get a baith! Iss say! and the ole wummun, an' the young uns, had a hard time uv it I can tell 'ee, fur many a long day, afore I got mate of a cooster and us got square agin.”

Poor old boy! his life's savings gone in a moment, and he again out of a berth; and just taking a fortnight's run with me, till the brig was to command was ready for him.

By this time we were out of the course of the ships rounding Lizard, and though a fine Mount's Bay boat did occasionally skim across our course, were in otherwise lonely water: we saw the Mount tower far off in the bight, but dark night came on us long before we could

anchor off Newlyn, where, though my companion persisted he saw Penzance church tower north of us,—and he must have been right,—all to me was as black as Erebus.

We weighed again when the tide served in the morning, and ran between the piers into Penzance Harbour; where a man, lying on his ears in a dinghy, told us we might pick up his moorings if we liked, pointing out the buoy between some other pleasure craft as he said so. "That's Cappin Chalks," whispered Palinurus to me, "a ole chum a mine but he don't know me, ur ells he's afeard to make too bold."

As soon as we had anchored, pitched the punt over, and furled sails, I invited the gallant captain on board, where he seated on one locker, and my skipper on the other, they soon opened their hearts to each other, as stiffness wore away; and their tales of other days, though perhaps inelegant, became racy in the extreme.

"You allis woz a gay dog, you woz Chalks"! gasped my skipper, after chuckling immensely at some reminiscences of the gallant Captain's. "You are the chap fur to spin a yarn, you are! Hi! vast there! belay every inch of it"! He laughed again at another, sitting on the edge of his locker, his face screwed into all kinds of wrinkles, his eyes rivetting Chalks with admiration, his ears pricked to the utmost, and his glass held in both hands before him.

Chalks on the other hand sat opposite him, and in imaginative language told many an early *escapado* of his quondam chum's, who though a milder, and a decidedly more pious man, yet furnished a Roland for every Oliver of Chalks. Chalks would in earlier ages have been dubbed *Rufus*; and the porosity of his features, the crispiness of his foxy hair and whiskers, and the twinkle in his eyes, would have suggested the gay character bestowed on him by the other, had it not been confirmed by the anecdotes he related as having occurred in the season, about the bay.

Leaving these old cronies to spin out their yarns, I pushed on shore to explore the neighbourhood. Penzance Harbour is a tidal oblong, about two-thirds the size of that at Ramsgate, and enclosed by granite quays and parapets, with, as seems usual in such cases, an extra length of Mole, added as an afterthought, to the outer arm, to shield the entrance from the sea.

A little town, with very decent shops, market place, &c., extends against, and up the sides of a hill, along, and beyond the harbour; and here a fine tall towered granite church rising conspicuously from its midst. Southward of the town lies the esplanade, with a few bathing machines, a Watering place hotel, along the beach towards Mousehole. North of the town is the railway across the meadows, skirting the bay towards Mousehole, or Market Jew as it is sometimes called, a small village three

miles off, at the inner end of the causeway leading across the water to St Michael's Mount. I of course went to the latter, whose features, though so well known to every one, are frequently confounded with those of Mont St. Michel in Normandy—the two mounts resembling each other marvellously, and the monastery in each, having in monkish times been occupied by brethren of the same order.

I traversed the shingly ridge, and sloping approach beyond; wound up narrow pathways, where threatening loop holes eyed me from the outworks, crossed batteries, and mounted higher and higher, till on looking down I saw a lonely gardener trimming flower beds on the terraces, hanging in air—above the green slope far down by the sea. I passed under low arches, turned and twisted through passages, and in the hall was shewn sacred pens, (wherewith mighty monarchs had condescended to record their visits,) a skull, and the hollow whence it came, and then scaled the corkscrew staircase leading to the tower, without having the nerve to seat myself in King Arthur's seat, with legs dangling hundreds of feet over nothing, when I got there. This seat was probably the beacon place whence the monks of old lighted their brethren, and others, when making for the Bay: From this height too possibly shone watch fires for the Tyrians, who trafficked here for tin; astragal shaped blocks of which, stamped with Phœnician characters, have been found about the Bay.

Marazion in their language may be translated "Land ho," and thus they doubtless hailed the Mount, which for a time at least assured them rest from their weary voyage and toil. The boats of Mount's Bay in build greatly resemble the Mediterranean Feluccas and the *Junkets* of the West are like the *Guincate* still made at *Sorrento*, a Phœnician colony in the Bay of Naples. The cromlechs and other relics in Corn-wall perhaps represent the Syrian rites of *Baal*; and with other coincidences, commemorate these Eastern venturers' visits, which ceased over two thousand years ago.

Returning by rail to Penzance, I strolled through pretty lanes towards Madron, and then back towards Newlyn, where a monument, raised in the Churchyard, by the philologist, Prince Lucien Buonaparte, marks where repose the remains of Dolly Pentreath, the last who spoke the Cornish language, a Phœnicianised dialect of that once pervading Pryddain.

When I got back to the boat, I found old Palinurus somewhat nervous about the Scilly voyage. "The win' was so dead agin us! he'd oney there wunct, the rocks wor like a bag of mitchipmins nits, an' the spri tides wor a runnin like a slooce. Oh ile go! I baint afeered" he fl tered out, "but I thoft as ow the Little Western was gwane acr

tomorree, an yewd rayther go in she, thin be beatin about all night, with the chance a knockin' a hole in yer bottom!"

So yielding the palm as a navigator to little Sprigga, who everybody used to say once sailed into Guernsey with a Jersey Chart, or *vice versa*, I forget now which, I determined to follow Palinurus's advice in the morn.

H. N. P. W.

(*To be continued.*)

PILOT MADISON.*

PART IV.

THE quiet of night had for some hours settled over Tipperkevin, and the weary colony of fishermen and their families were wrapt in slumber: neither moon nor stars were visible, the sky was lowering and overcast, not an air of wind cast a ripple upon the ocean, and silence profound reigned over sea and land, save when occasionally a distant booming sound struck upon the ear, as some great roller from the Atlantic burst into the caverns of the coast. The door of Cozy Nook cottage opened cautiously, and a muffled figure hastily proceeded in the direction of the Major's rustic observatory; from the little glazed apartment at the top a powerful light was quickly displayed, the rays from which were so regulated as to throw a strong red glare on the entrance of the harbour, and on that spot alone: with hasty footsteps the man then took his way along the rocky promontory that formed the northern side of the haven, and in a recess evidently prepared at its highest point, deposited a lamp which threw a peculiarly pale and brilliant pencil of rays far out over the waters, but so arranged as to be only discernable by a vessel coming directly in from the sea, and on a course at right angles with the shore. Having bestowed considerable pains on the arrangement of this little beacon he descended the rocks to a cleft of the haven in which a frail canoe was moored, and with a few vigorous strokes of the paddles was soon soaring away on the long undulating heave of the western ocean.

On through the darkness of that night a long serpent-like looking ship was gliding with wondrous speed across the sea; in the gloom she imaged some ghostly vessel doomed for the sins of her crew to wander powerless to the end of time: a faint idea might be had of lofty masts and massive yards, that seemed lost in the aerial space pertaining some other world than that she moved in; no cheerful light shone

* Concluded from page 544, vol. xvii.

upon her decks, or sparkled aloft to give notice of her coming; indistinct forms might be made out at her wheel, and about her quarter-deck, but they moved not, they shimmered like shadowy statues when the froth glare revealed them; others on the fore-castle seemed carved part and parcel of the black looking timber heads against which they leaned; a dull humming sound came faintly from below as if some unhallowed rites were being celebrated far beneath her in the fathomless sea; fitfully a lurid glare would burst in mid air above, and disappear with a blinding flash; a warning hollow voice might now and then be heard floating through the atmosphere, but whether from on high amidst her rigging, or from the depths of her weird looking hull, 'twould be difficult to tell; no snow white canvas floating like a pale cloud before the gentle breeze of night urged her rapid flight, her great wings were folded tightly as a bird of prey folds his pinions when about to make his fatal swoop; she loomed through the blue black mist like some terrible Nemesis stalking along the deep, silent and majestic, stern and relentless; onwards still—cleaving through that midnight mystery of gloom and darkness when no human eye could tell where the sea ended or the sky began; on with that humming noise trembling and throbbing through her great snaky frame, as if a heart were beating, and lungs breathing, and a sentient mind working in that artfully moulded fabric, and invisible limbs urging it at headlong speed along a secret track that gave no trail, or left no mark, save the ghastly gleamings of phosphorescent fire quivering in pale jets of frothing flame before the knife like prow, or scintillating like diamond dust in the seething white water, that in the wake alone gave outline of the graceful form from beneath which it vanished swiftly as it came.

Suddenly the wild sparkling of that sea-born fire ceases,—the humming sound has died away,—the heart-like throbbing is at rest,—the flying ship is stayed in her fleet career, and seems to melt away into the almost palpable darkness; there is a whirring noise—a sullen plunge—a cautious question—a lowly spoken answer; the voices seem somewhere in the clouds: then you become aware that huge dark mass is again in motion, the thin line of pale fire is once more gliding over the sea, and the humming and throbbing breaks the silence like a ghost of sound;—once more,—twice,—thrice,—motionless—silent,—then the whirring noise—the plunge! Yes, you know what it is now—that has struck soundings, she is feeling her way along that unseen track unerringly as if a human hand were passing along that sandy bar fathoms down beneath the inky sea, and a human finger beckoning her to follow it without stay and without fear: ay—out amidst the de-

ness, and the gloom, and the mystery of the night : out where the ocean and the heavens seem without form and void, out in that space where there seemeth no light, nor life, floating in a world of cloud and mist, yet feeling her way as certain as though the sun was gorgeous in the sky or the lamps of heaven lighting her path, and that she could see those fearful precipices, those terrible black sharp pointed rocks, that were reared up—and bore upon their barrier fronts, plain as if chiselled by a sculptor's hand—"so far and no farther !" Yes, she was not distant from that barrier now—and securely—dauntlessly she kept feeling her way in where the tiny speck of white light had been placed on the summit of the rocky promontory.

No common man, good reader, was he that lent over a battle lanthorn in that mysterious ship's cabin, carefully studying a hydrographic delineation of the exact spot he was now so confidently guiding that noble ship to, and which beside the marks of extreme care and skill displayed in its preparation, bore the name of no less a personage than Jared Madison inscribed thereupon.

"Well done, Jared !" he exclaimed, "you have squared down the ground like one of your township surveying men, I could get the barkie in there though the passage was no wider than her beam, a rare rovers' nest it seems to be too,—you ought to be proud of him Rube !" he cried as folding up the little chart he thrust it into the breast of his pilot jacket.

"And I am Captain Saybrook !" replied the young man who held the battle lanthorn, "there are few that serve the flag with more devotion, or greater skill, or have gone through such hardships as he has to find so many resting places for our weary heads !"

"And I tell you, Reuben, I am sick to the death of this contemptible way of playing at war ; it may suit your cold blooded, chamber-loading, power seeking, creep-in-the dark men, but 'tis not the proper spirit of a young nation ; no—no—give Enoch Saybrook a bold dash and death or glory ! Here we are to-night sneaking like foul skunks into some unheard of corner of an Island.—to-morrow perhaps hurrying like whipped schoolboys to perform a hateful task : out upon it I say ! It would be more honest and manly to go heart and hand into this new trade that Jared Madison hath found us ; at least we could enter our ports like brave hearts not ashamed of their calling, or dreading the honor so freely associated with a doubtful glory !"

The spare form of the grey haired commander seemed to dilate with powerful emotion, while his eyes flashed with fiery contempt as he spoke. "Have with you heart and limb, hilt and blade !" exclaimed

the young officer with a fierce enthusiasm, "guns double shotted, captains at the lanyards, officers sword in hand, and God defend the right! That's what the crew of this ship is fit for Captain Saybrook, and if you but lay us yard-arm and yard-arm—you'll see——."

"Yer'selves 'tarnally squashed like noxious rep-tyles!" ejaculated a voice from the entrance of the cabin.

Both officers sprang round as if the spirit of the battle they invoked had arisen before them, and seized with joyous welcome the outstretched hands of Jared Madison.

"Patience ye pair of fire eatin' cre'turs, *pre-haps* ye are nearer the fiery baptism than ye think!" he cried with a hearty laugh. "Shame upon ye for laggard cruisers to let yer'selves be boarded after this fashion, and discovered plotting mutiny into the bargain!"

"Mutineers an' ye will Jared man, but nevertheless right joyful to see thee in the flesh, seeing how near you were becoming a water-wraith and our pretty Rachel too—God bless her; let's feel thy body man, ar't sure thou be not one of those will-o'-wisp fly aways that are said to lure harmless innocents, in this land of bog and bilge water to which thou hast decoyed us?"

"Wal' you see, Enoch—naked truth is—I drew a bead on your smoke-shooter 'fore sun-down and guessed you were fixin' the land agin' dark; so settin' the fair-leaders a-watch, I thou't I'd ventur' on a Banker's * lay, for this bit of coast that splits the 'Tlantic just here away, is a Hatteras after its fashion to play with; and you see an old whaler can't forget the calling he was raised to; but let us get on deck, Saybrook—let us get on deck,—and if I have not lost the reputation that found me the name of Pilot Madison, I'll just show you the path to a quiet restin' place, compared with which the Hermit's Haven † aint even the smallest part of a conclusion—no!"

The black pall of night was folding itself away on the western horizon, and feeble pillars of light were beginning to shoot up from behind the eastern hills, streaking with vivid lines the cold grey dawn, when Bryan Fenton sprang up to the warning call of his favorite skipper Murt Mahon.

"Anything wrong Mahon?" he enquired as he threw open his wind~ and pulling on his sea-boots prepared for a morning of arduous work

"Wrong yer honer, why thin ids myself does'nt know whether right or wrong, an' more uv uz think id's bewitched we are this '

* Pilots, fishermen, and wreckers, so called on the coast of North Caroli~

† The rock on which Cape Horn is situated.

mornin'—glory betune us an' harm; shure Tipperkevin never seen the like afore—bud there she is sure enough forninst our eyes, and how she kem in or where she kem from it id take a wise man to tell ; oh bud she's a born beauty yer honer as iver sayman clapped eyes upon, such an enthralnce, and such a run, and such a crop o' sticks in her——!"

"What in heavens name are you dreaming of old man—are you awake yet, or have you been up at Shawn's gap tasting the 'firstlings' of a new run ?"

"Never a dhrop of potheam crossed my lips this blessed mornin'!" exclaimed Murt with an offended air, "but jist come and look for yer honer's self since you won't believe me ?"

Bryan could scarcely credit the evidence of his own eyes ; for there in the haven beneath lay a gallant ship where on the previous evening at dusk his fishing fleet alone rode peacefully to their anchors : Murt Mahon could scarcely keep pace with his excited master as he bounded down the steep ascent, until he found himself in the midst of a group of fishermen, who wondering and awe struck were surveying the stately and mysterious stranger, that in the midst of wintry darkness, without marks or pilot to guide her, had with such adventurous daring found her way into an unknown and unlighted haven, that even the most experienced of their number scarce dared to face when daylight had fled the sky. With not a few superstition was actively at work, there were legends amongst them of great ships being seen with all sail set, careering in the midst of tempests that no canvas spun by mortal hand could withstand, and taking their way where ships fashioned by human shipwrights would have been scattered in drift wood upon the sea ; there were tales along the coast of spectre cruisers gliding amongst their becalmed fishing vessels, in which sails were worked and courses steered, but never a bony hand grasped rope, or skeleton helmsman whirled the shadowy spokes ; there before them lay a wave-washed storm-worn ship, the silence of death brooding over her, nor voice nor sound giving token that aught possessed of life was on board that weird-looking craft ; had her sails been spread by invisible hands, and did she glide gently away, or vanish in a wind-burst, or subside in that cold grey vapour that was circling in clouds over her decks, and creeping up through her t " spars like water serpents, they would not have been a whit astonished, or more convinced that that ship was the embodiment of everything t " was supernatural.

Bryan's appearance was the signal for a chorus of exclamations, but he was too much engrossed in the object of so much wonder to pay her attention than a hurried question as to whom had witnessed her ral.

"The never a one thin yer honer.! returned Thornton, "she kem in the dead of the night when evil things are abroad on the say and the land!"

Just were the encomiums passed by Murtagh Mahon on the midnight visitant; his experienced eye had read her as Bryan was reading her now; she was indeed such a model of beauty as a sailor's eye loves to dwell upon; of great length, low in the water, and width of beam that denoted immense power, her long and easy bow, of a knife-like sharpness, swelled gradually—almost imperceptibly—into a faultless body, which again was rounded away aft in such nicety of proportion, as would puzzle the severest critic in naval structure to discover a false line, an unsightly hollow, or a broken curve: with that ærial lightness of appearance that seemed to spurn the very water she floated upon, was artfully combined those qualities that rendered her equally at home amidst the buffetings of the wildest sea, as gliding over the smoothest of oceans: three lofty lower spars, without knot or curl to mar their perfection, bore aloft tapering top-masts, which, together with the squareness of the yards on the main and fore-masts, indicated a spread of canvas unusual in most merchant vessels: the thread-like lightness of her stays and shrouds was remarkable, and the delicate tracery of braces, lifts, ties and halliards was unbroken by unsightly blocks; to a seaman's eye her apparel and outfit presented a picture of the severest style and utmost perfection of nautical elegance, without forfeiting an iota of strength, solidity, or effectiveness. The appearance of a smoke-stack forward of her main-mast seemed almost a desecration of this paragon of the sea, whilst it told of the combination of canvas and steam in the most powerful and serviceable degree, and which, united with such symmetry of hull, betrayed a carefulness of design, a laboured accuracy of detail, and a lavish expenditure, indicating a speciality of purpose that implied avocations involving far more momentous results than mere commercial speculation.

Such were the impressions flitting across Bryan Fenton's brain, when Murt Mahon touching his arm, muttered in a voice intended for his ear alone.

"Masthur Bryan—this is a quare craft intirely, she was built upon English ground—that I can read widout any book, but never an Eng h commission is among her papers: she's had a long spell of weather d say—chafing gear and battens tell that, an 'id's many a long day since il pot or paint brush wor at work upon her. Harkye Masthur Brys - if your honer met a craft at say wid fittin's like thim—what would a judge her keracthur to be?"

"Keep your own counsel Murt!" answered Fenton in the same low tone, as his eye followed the direction of Mahon's finger, and suspicions he vain would banish receiving ample confirmation from the marks and tokens there revealed.

"*Thigum thu mo heerna!*"* ejaculated Murt, "we will do that same paze God!" And leaving Bryan wrapt in thought, he proceeded to summon the crews to their work.

"Rouse and bitt lads—rouse and bitt,—show a leg my say-dogs, and don't be starin' like stuck pigs at nothin'; shure id's only Misthur Madison's bit uv a shteamer come for a load uv 'dhry,' good luck to her she's a brave *flahoolagh*† craft anyhow, an' id 'ill take uz all our time to fill her up for a market; come—come boys—handle yer feet I say!—Briney acushla hurry thim on; Andy Connor—d'ye hear me Andy—do'nt ye see the masthur comin'? Cormac Donovan—is id deaf ye are?—Shawn *mabouchal*—there's a conger makin' faces at ye outside; why one 'id think 'twas a *far-a-crick* ‡ ye wor all lookin' at!"

Murt's objurgations quickly aroused the fishermen from their dream land; his interpretation was received with an incredulous stare, and as boat after boat swept out of the harbour, many were the eyes furtively cast upon the strange ship that had thrown such an evil glamour upon them.

"Fill her up for a market!" resounded in Bryan's ears, he would do it too, had he not pledged himself?—but—; he resolutely tried to banish that "but",—what did it concern him if Jared Madison chose to charter such vessels? But,—that inevitable "but" would be at him again end on—had he not built himself a castle in the sunny clime of Spain, and did not pleasant visions surround it,—prosperous trade,—a flourishing Tipperkevin,—a gentle loving wife enshrined in his heart and Cozy Nook, a venerable and adored parent, an affectionate and worthy aunt,—a shrewd and far seeing monitor—an excellent father-in-law to guide him—such he felt Jared would be! 'Twas a pleasant picture this that Bryan had limned forth, varnished, and mounted on gorgeous mounting, and hung up in his mind's studio; 'twas delightful to contemplate that work of mental art, and through many an hour of storm and hardship had it nerved his arm and steeled his heart. Now a short twelve hours and the brilliant colours of his picture were fading—fading—fading a y! A horrid suspicion stole over his mind that they were about b ug made the tools, perhaps victims, in carrying out some terrible c piracy; what could be the nature of it? where should he seek c self? what ought he to do? To consult the Major would be but to understand my master. † Comely and stout. ‡ Banshee or evil spirit.

arouse the slumbering volcano—, and what would that avail? If plot—it was a deep one, and could only be successfully encountered by deeper cunning; was this nocturnal prowler of the ocean some lawless contraband come to involve their happy colony in her own ruin; perhaps some blood stained adventurer that under the garb of a peaceful trader sought a hiding place from her pursuers! But Bryan had no cunning to call to his aid, 'twas not in his nature—he wore his heart on his sleeve; then too Rachel Madison rose before him in all the purity and innocence of her virgin youth; no—at once and for ever he would spur the base suspicion that a being so beautiful and so good could exist in affinity with anything evil.

Could it be that Rachel was about to be sacrificed in some unrighteous compact with mammon?—Reuben Rodman seemed in command of this undoubted ocean flyer; the veteran chief Jared had mentioned likewise—Enoch Saybrook! ships such as that which lay in the harbour of Tipperkevin bore daring men—men that played for far higher stakes on the world's board than Don or Dominie cared to venture, even though famine stormed at their midridges.

Never had Bryan battled with more troublous thoughts than during that morning's tide; come what might his brave heart and stout arm would shield Rachel Madison, even though he never might win a dearer right than that of devoted friendship.

Poor Bryan!—How little he knew that his thoughts were just as troubled, and his brain in as great a maze, as Jared Madison intended they should be.

PART V.

"WAL' she's just a good stout craft for trade, I'll admit that Major and *pre*-haps as you say—just a suspicion roomy for a ventur' such as this; but I mean to make trade here Major—that's a fact,—'sider naked truth is — we're traded out a bit our side of the pond.—I'm a peaceful man you see Major, and more accustomed to handle dollars than Dalgrhen's,—but now from Montauk to Arkinsaw, and from Boston Bay to Gaveston Heads it's special risky work to ventur' body or goods; our people seem to hev' concluded for a hip and heels, rip and split, grip and grunch, e-tarnal *up*-heave; and capital thar' aint fit, unless you take it out in saltpetre or sword blades; it don't suit Enoch Saybrook neither, his notions no more than my own don't fit that groove—No!"

"And how goeth forward the terrible struggle in your country Captain Saybrook?" enquired the Major, "we are so far from the busy

world here, and I have had so much of active service myself, that I am glad of rest, and seldom trouble my head about what is doing in Britain or abroad,—we get selfish as we grow old Captain Saybrook,—very selfish I fear !”

“If it be selfish to withdraw from what harasseth the spirit and wearieth the body Major Fenton;” replied Saybrook, “there are many would plead guilty if they could, but as friend Jared saith—we peaceful traders are more prone to review the rise and fall of freights than that of nations, and to study the laws of seas and winds more than those of kings or kaisers’; a wanderer of the ocean finds more of novelty and interest just now in your green lawns and heathy hills, than in memories of human strife !”

“True—very true !” answered the Major, absently gazing at the ship, the first that had been bold enough to venture into his harbour of Tipperkevin, and which at that moment in his eyes was an object of far greater importance than the balance of power, or the rectification of frontier, or the definition of empire, or any other of the thousand and one myths for which in his time he had fought valiantly and bled freely, “it is even so—such were my thoughts too when I left the service, exchanging perpetual worry of mind and body for peace and a happy home !”

A heavy sigh broke from the veteran Saybrook.

“But we shall see you often Captain Saybrook, and the oftener the more welcome !”

“You are kind !” returned the Commander with a troubled manner, “’tis more than many who have made my acquaintance would say !”

“Yes—yes that we shall !” continued the kind hearted old chief, “you see friend Madison is going to disturb our quietness here a-bit—to make quite a go-ahead dollar turning colony of us. Well and all about this great ship that Caytain Saybrook has brought us,—what’s her name Jared—eh ?—if it’s as good as she looks, and as lucky as she’s long—eh—boy—eh? I’m no judge of ships Saybrook, can tell you more about stowing men—rank and file—than stowing cargo, and I understand more about storming ladders than about stormy petrels,—well but her name Jared man ? We must give her a regimental number you know !”

“You ain’t far out Major I’ve a notion !” replied Madison with a smug smile, “I alway’s hold ’tis easier to make figures than letters, and time and space too, and is more conclusive ; I took that idea—though not exactly from a military location—no !—naked truth is—when first I struck trade in ships, and that’s a matter of nigh half a

century off and on, the letterin' might have had, but now the builder's trick of fixin' an i-dentity seems all over like blazin' a tree, you'd be like to know that article again in a crowd of timber, you would ! Now I log that ship in my articles as 145, though *pre-haps* were you to multiply by too, the hand that fashioned her might better remember his own blase ; there's Saybrook now—he's old world Major—he *is*, and he calls her the——."

"But why not stick to the number ?" interrupted the Major testily.

"Wal' that's it !" retorted the American, "as I was saying—Saybrook is old world, and that's a fact, and he say's it ain't ship shape or Brooklyn fashion to have a decent craft going about the universe like a convict, or a room at Astor House, or a railway car, or a fixtur' at the bowery, with only a number tacked on her bills of lading,—so he e'en calls her——."

At this moment a young man ascended from the cabin of the vessel, saluting the group on shore respectfully.

"The chief officer Major—Reuben Rodman at your service,—and as I was sayin'——."

"You are welcome sir—heartily welcome ! you will join us by-and-bye—no ceremony—Sobraon Lodge—dinner at six,—sharp !" interrupted the Major in a voice that resounded as if the gallant 8—were ordered to prepare for cavalry, and the final word was to empty a score of Sikh saddles. "Bless me—Madison—fine young fellow very,—what a likeness to Rachel—eh ?"

"As I was sayin' Major—Saybrook calls her——."

"Ay bless me—I forget—yes—the name ?"

"Wal' he calls her the Arkdale !"

"Remarkable likeness !" muttered the Major, "most remarkable !—Ay—ay Madison—a good name, honest and straightforward as Madison itself, I like a good name that fits the mouth handy and round-like just as a muzzle fits a bayonet ; now I quite fancy that name, 'tis a good full bodied name, none of your rickety slippery affairs that wind around one's teeth, and stick upon the tongue ; a man can put the strength of his lungs to that name,—hey—Arkdale a-hoy ! That's it Saybrook, eh ?" laughed the merry-hearted veteran as the rocks resounded to his stentorian shout. "I'm not much of a sailor, but I know a name that hails well carries its recommendation with ye men of the a. Well—well—let's away now and have a bit of tiffin, bless me how the boy Bryan is this morning !"

"So the Arkdale it is—is it?" exclaimed a genuine Hampshire ta to his mate as they hove upon a tackle fall." Come my hearties—st up

and go'tis a good name as the sojer officer says and fits all round—same and same as one handspike:—heave lads—heave and with a will,—all together—tail on more beef, hooraw—cheerily—!

“For soon we will sail—with flowing sheet's a'fore the gale,
To fight and to conquer in the bonny Ark—daa-le !”

“Light hands ho !”——

“Fine hearty lads these men of yours Saybrook !” said the Major pausing on the ascent as the rolling chorus of manly voices swelled through the valley, “and a rare muster roll of them too, fit to man the proudest ship that bears the Queen's pennant, 'tis pity such bone and sinew should not be trained to sponge and rammer, instead of wasting away their gallant spirits amidst musty bundles of dried fish !”

Saybrook burst forth in hearty merriment, but Jared Madison gravely observed.

“It ain't commercial Major, and if those unruly boys of Saybrook's get but a hint of your sermon, we shall have shirts in the rigging,* and plenty of empty hammocks !”

“Then I shall give the Arkdale a wide berth !” retorted Major Fenton, “for if I found myself wandering amongst such fine stuff for soldiers' work, I think the command ‘fall in’ would come as natural to my lips as a glass of Sangaree !”

“And the worst of it is Major they might obey it by mistake !” dryly answered Saybrook.

Never had Tipperkevin witnessed a livelier time than that which ensued upon the arrival of the Arkdale. In that quiet and unobtrusive manner that was peculiarly his own, Jared Madison exercised quite as much influence upon Bryan's movements, as he did upon those of the officers and crew of his own ship; so artfully did he control events that neither fishermen or seamen were ever brought in contact, or found opportunity to comment upon each other's occupation; the impression that had obtained over the minds of the former by the Arkdale's sudden appearance, although it slumbered, was by no means effaced; still they laboured with such hearty good will, that cargo began to pile up in such quantities, as bade fair to task a second Arkdale. As for Bryan Fenton, his mind was so divided between the struggle to win Rachel's love, and the multitudinous demands upon his energies to fulfil Jared's requirements, that never a thought had he to bestow upon the Arkdale, and so did he pass her in such a state of abstraction as to be utterly unconscious that such a good ship was in existence. Perhaps too, gentle as her, that unaccountable aversion which lovers feel to the presence of a favoured rival, contributed somewhat to the jealous avoidance.

* The signal that merchant seamen wish to join a man of war.

Let it not be supposed that the crew of the wandering trader led a life of inglorious ease, on the contrary from earliest streak of dawn until the stars shone brightly in the heavens, the busy hum of toiling men arose from around and within her; a very army of artisans seemed to have sprung from her blue jackets, to a dispassionate eye their name was legion, and an expertness and discipline guided their movements rarely to be seen in the merchant services of England and America. Lofty spars and rigging disappeared with wonderful celerity, until nothing but the three tall lower masts appeared above her bulwarks; adze and maul, and caulking iron were skilfully plied; she was floated upon the height of a strong spring tide on to that carefully levelled sloping beach, and not an inch of her beautiful hull escaped the most searching scrutiny; busy and practised hands smoothed and polished thereat until it shone again: spars and canvas underwent a similar investigation; rigging and gear were overhauled—and replaced—and eyes newly turned—and parcelling and serving renewed with scrupulous care; and marlin'spike, mallet, needle and palm, vied with adze and maul, scraper and iron: in Jared's store might be heard the sharp ring of the black-smith's hammer playing tattoo with the ponderous sledge; from wonderful secret places issued great polished bars, and curious brazen castings, and ponderous looking cylinders that reflected the glare of day like burnished mirrors, and the rat-tat of workers in iron sounded hollowly from within. Then there was a lull in the hive, and she appeared to grow again into a thing of perfect beauty; brightly varnished spars glistened in the sun-rays, and a maze of cob-web rigging streaked the sky in fairy lines of jetty black and creamy white; then snowy wings were folded with marvellous care and symmetry, until they resembled carvings of ivory more than furls of stout white canvas; and when paint and varnish had lent their magic aid in final effort, the good ship Arkdale looked as though the rude assaults of waves or wind had never profaned such a triumph of human skill, or that the towering masts, or web-like cordage, or tiny pale streaks of closely furled sails, could be meant for aught else than a study for the hand of an artist to immortalize.

Meanwhile how fared Bryan's suit?—

Enoch Saybrook and Reuben Rodman were domiciled at Cozy N. Lodge. The evenings were spent in social enjoyment between it and Sobri Lodge. The wonderful likeness between Reuben Rodman and Rach Madison had struck Bryan even more forcibly than the Major, as the tender affection that existed between them was no less evident; fact it appeared to partake more of the relationship of brother and sis

than that of a lover to his betrothed ; there was none of that nauseous sentimentality so painful to witness by involuntary observers, much less one whose dearest affections were so deeply concerned, and imperceptibly, as by some resistless influence, he felt the obnoxious feelings that had obtained an influence akin to jealousy against Rodman vanishing away. Rachel was now kind as ever, the cold reserve that so deeply affected Bryan, had given place to the unrestrained girlish gaiety and innocent confidence that so completely won his heart in the days of their early acquaintance, nay—not unfrequently did he detect her gazing at him with a tenderness of expression that almost emboldened him to confess the secret that was consuming him. Bravely however did the young sailor fight the good fight of honor and manhood, he had witnessed sufficient to convince him that an affectionate intimacy had existence between Rachel and Reuben from very childhood, and should he be the one to gratify what must be now a selfish passion, and rupture that tender tie, or drug the cup of happiness at the lips of a brother sailor ; were confirmation wanting was not Jared Madison's muttered communings on that memorable morning sufficient to assure him that a betrothment existed ; was it fair or honourable to inflict a pang upon that fair being whom he loved better than his life. No—his mind assumed a steadfast purpose, Reuben Rodman had without an effort won his friendship ; simple and honest, generous and frank, the sailor had spoken home to a sailor's heart.

So Bryan Fenton matured his resolve. The morning meal had been disposed of, and they were about to disperse for the duties of the day, when Bryan requested an interview with the Major in his study.

"Father—I must leave you for a space,—I know you will forgive me this abruptness ?"

The Major thrust his spectacles up his forehead and stared as aghast as if his lost arm had returned from the field of Sobraon.

So Bryan explained briefly what the Major full well guessed, the only circumstance the troubled veteran could not reconcile was, that neither Jared Madison nor Saybrook,—Rachel or Reuben—had ever even hinted at such a compact as that which Bryan had inferred from Madison's involuntary revelation.

But you are doing that which is right boy,—you are acting as my
 a should ; and—well—well—d——e sir—I could have wished it
 e wise, for I love that girl as my own child ; cheer thee boy Bryan,
 e thee lad. As you surmise this marriage will take place before the
 d late sails,—would we had never seen her—but go boy—go, it is no
 p for you just now—take a stirring cruise and forget this your sor-

row,—harkye though my son—you will come back Bryan child—back to the hearts whose affections never change—back to the old homestead and the old heart, the weary spirits resting place on earth—back child—back !” and overcome with stormy emotion the veteran soldier cast himself upon Bryan’s breast.

The few necessary preparations were speedily made, Bryan wished to leave quietly, and without causing Jared Madison or his daughter a shadow of unpleasant thought ; Dame Patience dropped many a scalding tear at this unlooked for termination to all her cherished dreams for Bryan’s happiness, yet she quickly packed the round valise, not forgetting a suspicious looking flask that had done duty with the Major on many a weary march, and committing it to the charge of Mahon, the Major’s gig with the burly little Sir Hugh distending its shafts, and Murtagh in sole charge, began slowly to ascend the hill of Tipperkevin to await at the summit for Bryan’s coming.

The adieu’s were quickly over, sudden business of Bryan’s own demanded his absence for a short time, he hated deceit, and this was but what even Jared himself would call “naked truth ;” Madison appeared ill at ease and sorely perplexed, but Bryan assured him he had made such arrangements as fully to carry out the contract between them.

“It aint that boy—darn it—it aint that—where’s the Major ?”

Hastily wringing his hand, and wishing Saybrook and Rodman a prosperous voyage and quick return, Bryan gently kissed Rachel’s hand, asking her care for the Major and Aunt Patty,—and he was gone.

Yes gone—out into that wintry night, with his brave young heart rent to its inmost core,—out in the darkness and the cold alone,—alone to fight the bitter fight, alone with the agony on his brow,—and—to feel alone—all alone.—

He gained the summit of the winding road, one last look—a shudder—a convulsive sob—and the link was rudely snapped ; with a fierce bound he was seated beside Murtagh ; seizing the reins he was giving the impatient Sir Hugh his head, when the powerful grasp of the sailor nearly threw the fiery little steed upon his haunches.

“Hark Masthur Bryan! *Banaght lath acushla machree** an listen for a moment—we’ve heard that cry afore now !”

In the calmness of that night it rose shrill and weird-like as an to the raging of the tempest,—once,—twice,—that great cry.—

Then followed the sound of a horse galloping wildly up the mountain road, urged by a reckless and daring rider :—Jared drew —his face gleaming white through the dusky twilight—with an

* Blessings on you pride of my heart.

grasp he clutched Bryan's shoulder, and with gasping accents whispered.

"Forgive me Bryan—Rachel is——!"

In the cheerful parlour of Cozy Nook were assembled the Major and Dame Patience, together with Enoch Saybrook ;—and Reuben Rodman entered with Rachel, and placing her trembling hand in that of Bryan Fenton, exclaimed in broken tones.

"With my Father's sanction, and my own sincerest will, I give you the hand of my sister, and with it a heart, that you were too noble to tamper with, too generous to claim as your reward ; pardon us Bryan, but a little time and all will be explained !"

I will not bore my readers with the particulars of how Tipperkevin abandoned itself to a carnival of joy on the day of Bryan's wedding, or how the fishermen, banishing their fears, fraternized with the crew of the "bonny Arkdale," nor yet can I reveal how many troths were plighted between the bronzed rovers of the main and the bashful mermaids of the haven, in commemoration of the nuptials of pilot Madison's daughter with the youthful chieftain of the Fentons ; but I will just hurry on to the day when the brave ship, the Arkdale, in the pride and pomp of an Ocean Queen, lay off that haven's mouth, the flag of the "briny blue" fluttering joyously at her fore-royal mast-head.

A group which my readers may imagine were assembled on her quarter-deck, the last farewell being said, the final words being spoken.

"As Reuben promised you Bryan—but a little time and the mystery will be explained ! That time has come—listen—! We wanted a fit out—for our poor ship was sadly torn by the elements, every man's hand was against the bonny bark, every man's brow bent upon her crew, and we were driven to our wits end to find a place to recruit our weary frames. Wal' you found me and I found Tipperkevin, but I feared your keen eye would discover all, and your sense of honor and duty would prevent the accomplishment of that which I had set my heart upon. I knew human nature could best be handled through the strings of the heart, and I did not spare your's ; whilst I was working heaven and earth at the ship—your eyes were——? Wal' no matter—you have Jared Madison's blessing and the jewel of his heart, what I leave behind is but an instalment of Rachel's dower : we may *pre*-haps see you again—perhaps not ; but if the sacred cause for which we are fighting triumphs, and we are spared, you assuredly shall. We now sail with a desperate resolve—and mean to strike a blow that will make the world stare,—watch and wait, and remember the A——! God bless you !"

Then arose one of those mighty cheers that are only heard where the

battle rages—where the thunder of cannon rend the air ; the crew of the aerial ship mounted rigging and bulwarks, and again—and again—their wild war cries rang over the deep, as under a strange new flag—that has indeed made the world ring, she moved away in stately pride, carrying that noble crew to their great sea fight.

But long and wearily watched the dwellers at Cozy Nook—and the fishermen of Tipperkevin, for the return of the mysterious Arkdale : she never came again—she rests with Pilot Madison at the bottom of the sea he loved so well, not far from the bronze man that points with threatening finger across a narrow ocean channel, and by his side—heart and limb—hilt and blade—and sword in hand—sank his gallant son Reuben.

Enoch Saybrook lives still, and oft-time gives wee Robby and Sir Hugh cause for a breathing gallop down the hill of Tipperkevin ; whilst the Major stick in hand often totters to the observatory.—“Just to see, sir, if that fellow Jared has come back yet ?”——

NOTES ON THE YACHTS AND YACHT RACING OF THE PAST SEASON.

MR. EDITOR.—Before commencing to chronicle the doings of the year 1868, which I confess I attempt more from the force of old habit, than from any hope of conducing much to the amusement and instruction of the readers of “*Hunt*,” I prudently looked back to see what I had said in bygone years on the same subject, a precaution which if oftener taken by those who speak on more important matters than yacht racing would prevent many awkward mistakes; and on reading my remarks made in 1864 in the xiii volume of your *Magazine*, was so struck with their application to the present day that I venture to quote them here, my experience of yacht racing ever since having only served to impress the same opinion more deeply on my mind, viz: “That the designing and building of clippers has not kept pace with the enormous increase in their cost, nor has the improvement in their speed been at all as great as the vastly greater number of regattas held and amount of the prizes sailed for would have apparently caused.

These lines penned on my estimate of the most successful vessel at that time I think quite as true in the present day, and if we take the racing yachts either built or altered between 1852 and 1860, (for we do not of course allude to times prior to the great impulse given to our owners and builders by the arrival of the *America*) such as the *A1* in

Aline, Arrow, Wildfire, Glance, Phantom, Thought, and Vampire, and I may add the Mosquito, though of a date even a little prior to that named, am I wrong in thinking them quite equal to the Cambria, Egeria, Condor, Fiona, Niobe, Kilmeny, Xema, Lama, and Torch, which I take to be at present about the top of their respective classes, and which are the production of the years between 1860 and 1868. I do not mean to infer that the old vessels could now in each case sail a match with the new ones, though in many of the instances named they constantly do so with success; but that, taking any test, even the fallacious one of time, as proved by the matches of the Royal Thames Yacht Club from Erith church round the Nore Light, two fixed points, can any one say that the new are as much faster than the old as they ought to be, especially when we see such men as Messrs. Seddon, Mulholland, Ashbury, and Broadwood constantly building, and determined to have speed if it be possible for money to procure it. Size and luxurious fitting up have no doubt greatly advanced, but for my own part I do not think speed has done so in proportion, even when everything has been sacrificed to enormous spars and sails, steel rigging and lead ballast, nor sooth to say do I believe either that the science of steering and handling their craft has much progressed amongst the gold laced fraternity of skippers, and am sure that Rob McCurdy, Jack Nicholls, Tom Dutch, Tim Walker, Harry Truckle and John Harbert who made their reputation for the most part between the years I have first mentioned, were at least quite equal to any of the captains at present in charge of racing vessels, though they may not have drawn as such high pay, worn as smart uniforms, or spent as much of their masters' money as in these days of unlimited lead ballast, extra sails of every sort and size, steel rigging, steam launches, force pumps, and other inventions for making a hole in a Bank account.

My own idea is that for good racing we have got vessels far too big, and too expensive, and that independent of the necessity for more wind to drive and more room to work such craft as we now see contending for wretched pots valued at £100, but really hardly worth £50, and for second prizes of £25 not enough to pay the extra wages of the crew, a skipper, who from *etiquette* must be at the tiller even though the worst helmsman on board, cannot in these large long vessels see what is going forward, nor how head sheets are trimmed, or tended, both on account of the distance he is from the bows, the crowd of men on board, and the bodily exertion necessary to jam down or haul up the tiller of a 70 ton vessel, and that these very necessary adjuncts to speed are very little attended to, or worked with very little judgment or skill.

I have sailed some twenty races this season myself, and in all sizes from 7. to 170 tons, and I own I would rather sail one match in a fast flying cutter of from 20 to 50 tons where things are done as they ought to be, than ten in a great beast such as are now all the fashion, and especially in places like the Solent where the rules seem entirely aimed at making idlers and landlubbers out of all the gentlemen-friends on board, who are not permitted to touch a rope or handle a sheet, but however eager and willing to work are obliged to spend their time in incessant smoking, lounging, and whetting their whistles, thereby setting a vile example to the crew which on their part they are not slow to imitate.

Having thus had my grumble over the system of the day, to say nothing of the old medley of rules and regulations, absurd decisions of Club Committees and such like, all of which are we hope to be cured by the new Code to be brought forth, under the auspices of the Yachting Parliament, I return to the business I have taken in hand, but before doing so would fain again lay before Yachtsmen a project started as far back as 1863, and since repeated several times in *Bell's Life* and this *Magazine*, viz., to establish a Champion prize of sufficient value to be really worth winning, say £500, added to a purse of sovereigns sufficient to pay expenses, to be sailed for annually at the regattas of one of the principal Yacht Clubs in regular rotation, and open to all comers, native and foreign; this would be soon considered the prize of the season, and its possession by such a vessel as the *Sappho*, be a true proof to the world of her superiority, and not leave it necessary when a stranger yacht does come into British waters to contest the palm with ours, either to open some inferior prize to her owner as in 1851, or as in 1868 to coax owners into a sweepstakes under varying conditions and regulations with no certainty of the vessels accepting her challenge being at all those we should select to represent our fleet, *vide* America. The gross total of prizes sailed for in 1868 I make £6,210 being a large increase on preceding years, which stand as follows;—1867, £5,100, 1866, £5,607, 1865, £5,718, 1864, £5,360, 1863, £4,541, and this considering that but two Queen's Cups were given instead of the three usually granted; but on the other hand a part of the surplus must be fairly attributed to more careful enumeration on my own part and to the admission of Dieppe and Havre into the list, both these ports having contributed goodly amounts for Channel matches, one being sailed from the former place to Ryde and back, and another from the latter to Cherbourg and back, while the list also includes the value of several Challenge Cups.

I may here again repeat the observation, that by far the majority if the largest and handsomest prizes were the gift, not of the Royal

Yacht Clubs, out of their own funds, but were contributed by individual members, or subscribed for by the tradesmen of the town in which the club-house is situated, and this is specially to be noticed in the R.Y.S. where more than one half of the whole sum sailed for was presented by Her Majesty and by the shop-keepers in Cowes; at the Royal Thames where Her Majesty furnished £105, and Mr. Duppa £100, and above all at Ryde where out of £560 the flag officers found £200, the tradesmen £105, and Messrs. Broadwood, Ashbury and Lovett £160. Long may such generous supporters of sailing be found, but when the whole amount contested for is contrasted with £312,526 run for on the green sward, even with that, which remunerated the contests of greyhounds, pedestrians, &c., it seems paltry in the extreme, and this will be so as long as owners look only to public money, and not to sweepstakes and matches, which are the life of the sister sports, and I am glad to see gradually creeping into fashion on blue water. The gross number of races sailed during the season was 148 of which 65 were under the auspices of sixteen of the Royal Yacht Clubs, 32 under those of clubs not entitled to call themselves Royal, and 46 at twenty-six of the various outports as follows:—

Names of Clubs.	No. of Races.	Value. £	Names of Yachts.	No. of Races.	Value £
Royal Yacht Squadron.....	4	405*	Castletown.....	1	7
“ Albert.....	6	220†	Dartmouth.....	1	36
“ Cork.....	3	125	Dawlish.....	2	20
“ Dee.....	1	20	Dieppe.....	1	125
“ Harwich.....	2	75	Dunmore.....	2	75
“ London.....	3	270	Folkestone.....	1	10
“ Mersey.....	6	240†	Gareloch.....	2	18
“ Northern.....	8	300	Great Grimsby.....	1	25
“ St. George's.....	9	530††	Havre.....	2	250
“ Southern.....	1	50	Hull.....	1	10
“ Thames.....	6	720*†	Hunstanton.....	2	20
“ Victoria.....	5	560†	Ilfracombe.....	2	40
“ Welsh.....	2	75	Ipswich.....	1	13
“ Western, England.....	5	310	Isle of Man.....	1	50†
“ Western, Ireland.....	2	75	Kinsale.....	1	40
“ Yorkshire.....	2	120	Lough Erne.....	1	25†
			Lowestoft.....	3	40
	65	4,095	Lyme Regis.....	1	15
Prince of Wales.....	2	60†	Medway.....	2	15
Prince Alfred.....	6	207†	New Brighton.....	1	12
New Thames.....	3	285	Southampton.....	3	130†
“	6	95	Stonehouse.....	2	21
“	4	170††	Teignmouth.....	2	30
“	3	60	Torbay.....	2	25
“	2	25	Weston-Super-Mare.....	4	36
“	6	70	Yarmouth.....	3	55
	32	972		46	1,143

seen's cups included.

† Presented cups included.

‡ Challenge cups

included.

And to these may be added some private sweepstakes and matches, including the famous one between the American schooner Sappho and her four opponents, the principal being:—

Private Sweepstakes and Matches.—Cambria, Aline, Oimara, Condor, and Sappho £20 each. Christabel, Psyche, and Cygnet, £5 each. Egeria v. Cambria, £50. Condor v. Cambria, £25. Flying Fish v. Odalique, £20. Torch v. Satanella £20. Torch v. Kittiwake, £40. Syren v. Surprise, £10. Aglaia v. Reverie, Wizard v. Zephyr.

There were also the annual race between the barges on the Thames and Medway, and a number of other contests between pilot vessels, fishing smacks, sailing boats, &c. The principal winners stand as under:—

CUTTERS.

FIRST CLASS.				SECOND AND THIRD CLASS.			
Names of Yachts.	Tons	Won 1st 2nd	Value. £.	Names of Yachts.	Tons	Won 1st 2nd	Value. £.
Oimara.....	165	4 0	390*	Xema.....	34	6 1	205§
Niobe.....	41	5 0	360†	Kilmeny.....	30	4 3	169
Fiona.....	78	4 0	330‡	Phantom.....	27	1 2	60
Condor.....	129	3 2	305	Vampire.....	20	8 0	195||
Sphinx.....	47	2 2	205	Luna.....	25	3 1	105
Phryne.....	57	2 1	125	Lizzie.....	20	1 4	80
				Torch.....	15	2 1	45

SCHOONERS.

Names of Yachts.	Tons.	Won 1st. 2nd.	Value £
Cambria.....	193	4 2	400
Egeria.....	152	3 2	400
Gloriana.....	133	3 1	330
Aline.....	215	3 0	250

All these matches are exclusive of private matches.

* Including Challenge Cup of the Royal St. George's Yacht Club, value £100.

† Including Challenge Cup at Southampton, value £100.

‡ Including Queen's Cup on Thames.

§ Including Challenge Cup at Isle of Man, value £50.

|| Including Corinthian Cup of Prince Albert Yacht Club, value £35.

Having succeeded in getting so far in my yarn I begin to feel myself thoroughly stranded and quite at a loss for any new or pertinent marks to make on the above named performers, having already in the last few years gone over "*ad nauseum*," everything that can be said about each of them; the only new names appearing being the Cambria and Lizzie, and of these I prodigally discounted the former in a description I gave of her previous to her launch, including such of

dimensions and other particulars as I was able to procure for last April number.

On looking over the list of winning cutters, we find the Oimara has gone to the top of the tree as from her size and power, compared with the other racing vessels of this class, she was bound to do, but curiously enough she has got the smallest in it next to her and even exceeding her in the number of her victories, and regaining the place she so worthily held in 1866. A cutter of 165 tons is certainly bad for anything to beat, and the Oimara being furnished with everything that can conduce to speed, and with the advantage of a captain and crew, quite equal, if not superior, to any afloat, it is by no means wonderful that she asserted her supremacy, and if it had not been for the drawback in her first races of about the worst mainsail ever seen over a racing cutter, when there was a strong breeze I doubt if either Condor or Fiona would have come near her. This defect was remedied when she went South, and a new one bent, but unluckily she lost her topmast in the race for the Trademan's Cup at Ryde, and it not being an easy task to replace such a stick, she was thrown out of all further competition until the Anglo-American match, when she reached the Needles well in advance of all her opponents. but in the long reach back to Cowes could not be expected to go with such schooners as Cambria and Aline.

The cause of her topmast going was attributed to the giving way of the starboard arm of her cross-tree, owing to a flaw in the iron, and certainly having been on her mast head a few days before, I hardly thought it possible that such a bar of iron and such a stick could have been carried away, but huge balloon topsails added to still larger jib topsails will try the mettle of anything.

I expect to see the Oimara well to the front next season, and certainly her appearance makes every true yachtsman sadly tempted to break the 10th Commandment and covet his neighbours' goods most consumedly. I may also say as a reason for her list of prizes not being larger, that the Rules for Tonnage adopted in the Solent this year were so outrageously unfair to cutters when sailing against schooners, that I only wonder any were found to start or attempt to give away twice and a half times their tonnage, an arrangement by which the Oimara figured the neat little sum of 412 tons, and this on courses where nine-tenths each race was reaching and running.

YACHTING BIOGRAPHIES *

HAVING now laid before our readers the history of eight of the most remarkable vessels of the present day, before closing these notes we must beg leave to add to them such information as we have been able to collect about two more racing craft, whose career has extended from even a more remote period than that of any of those we have already recorded, and whose doings are quite as well worthy of being preserved from oblivion, from the very fact of the length of time which has elapsed since they were built, the difficulty of obtaining authentic information has been so greatly increased, that we must therefore only lay such as we have been able to collect before our friends, and beg such of them as possess any crumbs of information or can correct any mis-statement they will be kind enough to do so. We need hardly say that the vessels alluded to are the Arrow, cutter 94 tons, and Alarm, schooner 248 tons, good illustrations of which were given in this *Magazine*, vol. i, page 103, and vol. ii, page 271.

The Arrow was laid down at Pylewell near Lymington, in the year 1825 on the lines of the late Joseph Weld, Esq., of Lulworth Park, long known as the father of yachting on the Solent, and was originally only 85 tons and rigged as a yawl, but the next year was converted into a cutter. In the first year of her existence she won the Town Cup at Plymouth, value £50, in those days a much valued trophy, and the same year sailed a private match at Cowes with the Pearl, the property of the late Marquis of Anglesea, by which vessel she was beaten on time. She was engaged in several matches while she remained in Mr. Weld's possession, the results of which so far as we have been able to obtain them will be found in a tabular form at the end of this article, and in 1828 she was sold to G. Holland Ackers, Esq., a name well known in the yachting world, and by him was transferred to the late Lord Godolphin, but in neither of these owners' hands does she appear to have been engaged in racing. She then lay on the mud in Itchen river for several years, but about 1846 she was purchased by her present owner Thomas Chamberlayne, Esq., of Cranbury Park, and was by him refitted and altered, and she then sailed in several matches, the records of which we have been unable to obtain, but in 1848 she made her first appearance in the Metropolitan river, when she was nowhere the Mosquito, who on that day gained the first leaf of her many laurels.

In 1850 she was again beaten at Southampton by the far famed Iro

* Continued from page 72, vol. xvii.

sides, but at Cowes in the same year revenged herself by taking from her the Queen's annual gift to the Yacht Squadron, and also the open cup. In 1851 she again visited the Thames but with no success, the newly launched *Volante* arriving first; but the veteran *Cygnets* then in great force, saved her time from both her and the *Mosquito*.

In 1851 the *America* made her *debut* in British waters, with what result is well known to all yachtsmen, and having carried the open cup of the R.Y.S., which has since been commonly mistaken for the Queen's cup, across the Atlantic, from whence we trust Mr. Ashbury, and his splendid schooner *Cambria*, will bring it back in triumph 'ere a twelve month has gone over our heads, a complete revolution in ideas took place amongst English yachtsmen and builders, altho' curiously enough the form represented by this renowned clipper, which remains the type of all American yachts which have since visited our shores, viz., very sharp lines forward, beam well aft and extremely large in proportion to length with great shallowness of hull and small amount of freeboard had been introduced many years before by Mr. Beamish of Cork, builder of the great and little Paddy, the *Peri*, &c., &c., but had been abandoned for the same reason as still interferes with the adoption of Yankee notions on this side of the Atlantic, viz., the want of accommodation, and especially of head room below in proportion to the size of the vessel. After her success however, and triumph over our fastest vessels alterations became the order of the day, and in the spring of 1852 the *Arrow* was hauled up and completely modernized by Blaker under her owner's eye, having a long bow or at least what was then thought so, of the American type, given to her and her tonnage considerably increased as she appeared as 102 tons at Ryde on 22nd July, when, no time being allowed for tonnage, she sailed a remarkable race with the *Mosquito* and *America*, and landed the Queen's cup by the shortest of heads, being but one second in advance of her smaller rival, and $1\frac{1}{2}$ minutes ahead of the Yankee clipper. In the next month she had an easy victory for the Queen's Cup at Cowes, of which she has now carried off three, with three more given by the late Prince Consort, and two by H.R.H. the Prince of Wales; and her racing career has been a series of triumphs, as the record below, tho' imperfect, will show.

In 1860 she was again altered and her racing measurement reduced to 94 tons, and up to last season she did remarkably well, especially when confined to the smooth waters of the Solent and Thames, but we greatly fear that her day has now gone bye, and that in the *Oimara*, *Tondor*, and *Fiona*, she will meet more than her match, tho' whether she and her great rival, to whom we now turn, have been completely

out built, time alone will show. In 1828, Mr. Weld finding that the *Arrow* was not exactly the thing he wanted, disposed of her, and laid down from his own lines (chiefly taken from a smuggler sold by government to break up in Inman's yard at Lymington,) the now well known *Alarm*, which he first designed as a 193 ton cutter. She was launched in 1830, and at once proved her superiority by winning at Cowes the cup presented to the Royal Yacht Squadron, by his then Majesty George the IVth., besides the Ladies' Challenge Cup, value £250, with £125 added, a feat she repeated in 1831, when she placed King William's Cup beside the previous royal gift, adding a third in 1832, and again the next year held the pride of place but from some cause was disqualified and the cup given to the *Albatross*. A regulation was then made at the Squadron by which the yachts of the club were divided into eight classes, and if three did not enter in any class the cup was given to another, this completely threw the *Alarm* out, for some years, and altho' she again obtained the cup presented by her present Majesty in 1838, Mr. Weld determined on rigging her as a yawl, and giving up racing. In this rig she remained until 1844, and again we believe from 1845 to 1849; in the first of these years starting once in a remarkable race won by the *Heroine*, the property of Sir John Carnac, fifteen started almost in a dead calm, which suddenly changed into such a gale that nearly every yacht was disabled except the *Heroine*, which under Jack Nicholls piloted won as she pleased. When the *America* appeared the *Alarm* had neither sails, or a captain, or crew fit for racing. Mr. J. Weld however at once saw the advantage of the long bow, and making a model at Lulworth 13ft. long, he laid battens from her midship section, and so to speak drew out her old bow some 20ft. like a telescope, and from this model and not from any draft from, or copy of the American lines, he in fact rebuilt the *Alarm*, which then appeared as a schooner of 248 tons, her midship section being quite unaltered, and at first had masts and sails on the same proportion as the *America*, but being defeated by the *Gloriana* and by the *Mosquito*, it was found that her great beam required, and enabled her to carry, much larger spars and sails, and in 1853 she was given a new main-mast and suit of canvas, when she at once began to show her superiority to all the other vessels about the south of England, and her owner having had in 1854 the good judgment to secure Jack Nichols, as skipper, who was that year released from the *Mosquito* by her sale into Sweden, her name became a perfect type for speed and power, the latter quality being especially shown in 1861, when she again won the Queen's cup, making the ninth of these royal trophies, and clean out carried both the *Aline* and the

Galley of Lorn. She did not race much after this as in fact no vessel would enter against her, and Mr. Weld having built the Lulworth did not fit her out every year. By his lamented death in 1863 she was thrown into the market, and in 1865 found a purchaser in her present owner, Mr. George Duppa, who at the same time purchased the Lulworth. She has not raced very frequently since, and was not in commission last year, but is we understand to come out entirely newly fitted and prepared for racing, in 1869 when the matches between her and the *Aline*, *Cambria*, and *Egeria* will be particularly interesting. In conclusion we must beg to return our best thanks to the present Mr. Weld and Mr. Chamberlayne, for the kind information we have received about both these vessels, and adding as usual in a tabular form such particulars of their dimensions, performances, &c., as we have been able to obtain, we commit them with apologies for all imperfections, to the kindness of our readers,

✦ *Arrow*.—Cutter 94 tons, built by J. Weld, Esq, as 84 tons at Pylewell, Hants, and rigged as a yawl; lengthened 1847 by Blaker, and then rigged as a cutter; altered in 1860 by T. Chamberlayne, Esq. Present length from fore part of stem to after part of stern-post, 75ft. 4in.; beam, 18ft. 7in.; 104½ = tons; mast (deck to hounds) 49ft. 1in., boom 62ft. 6in.; bowsprit (out board) 83ft. 9in.; ballast 35 tons.

The following gentlemen have been owners of this vessel:—1825 to 1828, Joseph Weld, Esq.; 1828 to 1832, G. H. Ackers, Esq.; 1832 to 1835, Lord Godolphin; 1841 to 1868, Thomas Chamberlayne, Esq.

Date.	T.	Sailed at	Placed.	Value.	Positions of other Yachts.—Those in <i>ITALICS</i> received the prize.
1825.	85	Plymouth	1	50 0	Scorplon
		Cowes	2		<i>Pearl</i> —private match
1826.		"	1	100 0	Emerald, Dolphin, Ann
		Plymouth	1	70 0	Menai
1827,		Southampton	1	50 0	Harriet
		Cowes	1	100 0	Harriet—private match
		Plymouth	1	80 0	Miranda, Menai
1828 to 1847.		1846			Did not race, or no records of matches
1848.		Cowes	5	50 0	Dryad
June 13	84	Thames	0		<i>Mosquito</i> , Heroine, Secret, Daring, Ino
Aug. 5		Cowes	5	50 0	<i>Sultana</i> , Gondola, Bacchante, Vandal
1850.					
Aug. 5		Southampton	3		<i>Mosquito</i> , Cynthia, Diana
15		Cowes	1	100 0	R. Y.S. cup, Freak, Gondola, Mosquito, Brilliant, Sultana, Alarm, Aurora, Constance
17		"	1	105 0	Queen's cup, Aurora, Freak, Mosquito
1851.					
July 8		Thames	0		Volante, Mosquito, <i>Cygnet</i> , Secret, Heroine, Phantom, Whisper

Date.	Reg. No.	Sailed at	Placed.	Value.	Positions of other Yachts.—Those in <i>ITALICS</i> received the prize.
Aug. 6		Southampton	0		<i>Volante</i> , Maseppa
15		Ryde	1	100 0	Cygnat, Bacchante, Lelia, Alarm, Brilliant
23		Cowes	0		<i>America</i> , Aurora, Bacchante, Eclipse, Brilliant, Volante, Alarm, 6 others
1852.					
July 22	102	Ryde	1	105 0	Queen's cup, Mosquito, America, Zephyretta, Vestal, Aurora, no time allowance, Arrow 6h. 59m. 30s., Mosquito 6h. 59m. 31s., America 7h. 1m. 8s.
Aug. 17		Cowes	1	105 0	Queen's cup, Lavrock, Aurora
21			0		Claymore, Mosquito, Gloriana, Alarm, Lavrock, Aurora, undecided
23			2		<i>Mosquito</i> , Claymore, Alarm, Aurora, Lavrock
1853.					
July 23		Brighton	1	100 0	Aurora disabled, Wildfire disabled
Aug. 15		Cowes	2		Prince Consort's cup, <i>Mosquito</i> , Julia, Aurora, Osprey
19		"	3		<i>Julia</i> , Sylvia, Osprey, Alarm, Aurora Borealis, Aurora
1854.					
Aug. 8		Southampton	1	40 0	Wildfire, Bonita
9		"	0		<i>Vesper</i> , Thought, Maseppa, Antagonist, Elizabeth
10		Ryde	1	75 0	Wildfire, Ginevra, Eugene
15		Cowes	1	100 0	Prince Consort's cup. Julia, Osprey, Aurora
19		"	2		<i>Alarm</i> , Osprey, Julia, Titania, Ginevra
1855.					Not in commission
1856.					
Aug. 11	118	*Cowes	1		Whirlwind, <i>Glance</i> , Lulworth, Extravaganza, Mosquito, Wildfire, Amazon, Cyclone, Vestal
18	102	Ryde	0		<i>Mosquito</i> , (Arrow dismasted,)
1857.					
Aug. 8		Southampton	1		Queen's cup, <i>Mosquito</i> , Vestal, Wildfire, Cyclone, Extravaganza
10		Ryde	2		<i>Lulworth</i> , Mosquito, Zouave, Wildfire, Phantom and seven others
11		"	1	50 0	Zouave, Vestal
1858.					
Aug. 2	118	*Cowes	2		<i>Lulworth</i> , Extravaganza
6	†	ToCherburg	5		Emperor's cup, Alarm, Zara, Shark, Claymore, <i>Ursuline</i> , Julia, seven others
14		Ryde	1	50 0	Amazon, Cymba,
16		"	2		<i>Lulworth</i> , Mosquito, Amazon, Surge, Cymba, Vesper
1859.					
Aug. 5		Cowes	0		Handicap, Alarm (disqualified,) <i>Wildfire</i> Osprey 2nd prize, Brunette, Violet Beatrice
1860.					
July 31	145	†Cowes	1	100 0	Prince Consort's cup, Lulworth. Osprey Brunette*
Aug. 4		"	0		<i>Lulworth</i> , Osprey, Audax, Wildfire, Amazon, Thought, Laura
7		Ryde	1	10 0	second prize. <i>Audax</i> , Julia

Date.	g f	Sailed at	Plac- ed.	Value.	Positions of other Yachts.—Those in <i>ITALICS</i> received the prize.
Aug. 16 1861.		Plymouth	1		<i>Audax</i> , Glance
Aug. 6	94	Cowes	1	100 0	Prince Consort's cup, Osprey, Brunette
13		Ryde	1	50 0	<i>Christabel</i> 2nd pr., <i>Audax</i> , Enid, Thought
21		Plymouth	0		Queen's cup, <i>Audax</i> , Albertine, Annie, Mistletoe
1862.					Not in commission
1863.					
Aug. 6		Cowes	1	100 0	Prince of Wales' cup (handicap,) <i>Aline</i> , Flying Cloud, Pearl, Intrepid, and four more
8			1	100 0	R. Y. S. cup, Phryne, <i>Audax</i> , Marina, <i>Christabel</i> , Crusader
1864.					
Aug. 2		Cowes	1	100 0	Prince of Wales' cup, <i>Alerte</i> , Phosphorus, Terpsichore
3		"	0		Undecided
5		"	1	100 0	R. Y. S. cup, Volante, <i>Surf</i> 2nd prize, Mosquito, <i>Alerte</i> , <i>Audax</i> , Astarte
		Torquay	1	50 0	Astarte, Phryne, &c.
1865.					
June 21		Thames to } Ryde }	1	150 0	Mr. Salt's cup, Marina, Alarm, Xantha, Witchcraft, and 6 more
Aug. 3		Cowes	1		(Handicap) Witchcraft, <i>Niobe</i> , Egeria, Albertine, <i>Aline</i> , Viking, and 9 more
1866.					
Aug. 10		Cowes	2		(Handicap) <i>Lufra</i> , <i>Blue Bell</i> , Egeria 3rd prize, <i>Pantomime</i> , 2nd, and 4 more
28		Plymouth	0		<i>Sphinx</i> , Vindex 2nd prize, <i>Fiona</i> disabled Not fitted out
1867.					
1868.					
June 30		Nore to Dover	0		<i>Condor</i> , Gloriana Cambria, <i>Pantomime</i> , Julir, Dione, Menai, <i>Sphinx</i> , <i>Niobe</i>
July 8	102	Plymouth	0		<i>Niobe</i> , <i>Sphinx</i> , Menai, Vindex, Rosebud, (undecided,) Egeria, <i>Pantomime</i> , <i>Aline</i> , <i>Christabel</i> , <i>Lufra</i> , Gelet
Aug. 4		§Cowes			Oimara, Menai, <i>Christabel</i> 2nd, Dione 1st, Condor, <i>Sphinx</i> , Menai, Phryne, Vindex
5		§	0		<i>Cambria</i> , Egeria, <i>Lufra</i> , Oimara, Condor, Fiona, Vindex, Phryne, Dione, <i>Sphinx</i>
6		§	0		<i>Lufra</i> , <i>Aline</i> , Egeria, <i>Christabel</i>
8		§	0		

* Measurement subtracting only three-fifths beam. † Measurement by area of canvas. ‡ Measurement including draft of water. § Reckoned at two-and-a-half times her tonnage.

† *Alarm*.—Schooner 248 tons; built 1830 by Inman of Lymington, from lines of the late Joseph Weld, Esq., as 193 ton cutter, lengthened 1852 by him and rigged as a schooner; present length (fore part of stem to after part of stern-post) 102ft. 6in., beam 23ft. 10in.—237 $\frac{1}{2}$, main-mast (deck to hounds) 66ft. 6in., foremast 62ft., main boom 66ft., main gaff 40ft., bowsprit (outboard) 20ft., jib-boom 40ft. main topmast (sheave to fid) 50ft., ballast tons.

The following gentlemen have been owners of this vessel:—1830 to 1864, late Joseph Weld Esq., 1864 to 1868, George Duppa, Esq.

Date.	Sailed at	Placed.	Value.	Position of other Yachts.—Those in ITALICS received the Prize.
1830. Aug. 23 183	Cowes	1	105 0	Swallow, Louisa, cup given by King George IV.
1831. Aug. 22	"	1	250 0	Challenge cup with £125 added, Miranda
1832. Aug. 20	"	1	105 0	Cup given by King William IV.
1833. July 10	Torquay	1	ch. cp.	Ditto ditto
Aug. 24	Cowes	1		<i>Albatross</i> , (Alarm disqualified)
1834. }				No records
1835. }				
1836. }	Torquay	1	ch. cp.	No records
1837. }				
1838. }				
Aug. 17	Cowes	1	105 0	Cup given by Queen Victoria
1839 to }				No records
1842. }				
1844.	"	1	105 0	Cup given by Queen Victoria
Aug. 19	Torquay	1	80 0	ch. cp., 3rd and last time
July 12	Cowes	0		<i>Heroine</i> and 13 others
1845 to }				No records
1849. }				
1850.				
Aug. 15	Cowes	0		<i>Arrow</i> , <i>Freak</i> , <i>Gondola</i> , <i>Mosquito</i> , <i>Brilliant</i> , <i>Aurora</i>
1851.				
Aug. 23	Cowes	0		<i>America</i> , <i>Aurora</i> , <i>Bacchante</i> , <i>Eclipse</i> , <i>Brilliant</i> , <i>Volante</i> , and 7 more
Aug. 25	Ryde	1	105 0	(Queen's cup) <i>Bacchante</i> , <i>Volante</i> , (dead heat,) <i>Wildfire</i> (cutter)
1852.	"			
Aug. 19 248		0		<i>Gloriana</i> , <i>Claymore</i> , <i>Gipsy Queen</i>
21				<i>Claymore</i> , <i>Mosquito</i> , <i>Gloriana</i> , <i>Lavrock</i> , <i>Arrow</i> , (undecided)
23		0		<i>Mosquito</i> , <i>Arrow</i> , <i>Claymore</i> , <i>Aurora</i> , <i>Lavrock</i>
1853.				
July 21	Brighton	1	120 0	<i>Sverige</i>
Aug. 19	Cowes	0		<i>Julia</i> , <i>Sylvie</i> , <i>Arrow</i> , <i>Osprey</i> , <i>Aurora</i>
	"			<i>Borealis</i> , <i>Aurora</i>
1854.				
July 30	Cowes	1	50 0	(Match), <i>Aurora Borealis</i>
Aug. 17	"			Queen's cup, <i>Ginevra</i> , <i>Shark</i> , <i>Titania</i> , (undecided)
19	"	1	100 0	R. Y. S. cup, <i>Arrow</i> , <i>Osprey</i> , <i>Julia</i> , <i>Titania</i> , <i>Ginevra</i>
21	"	1	105 0	Queen's cup, walked over
1855.				
Aug. 15	"	1	100 0	R. Y. S. cup, <i>Gloriana</i> , <i>Wildfire</i>
1856. }				Not in commission
1857. }				
1858.				
Aug. 4	Cowes	1	105 0	Queen's cup, <i>Shark</i> , <i>Claymore</i> , <i>Ella</i>
9	To Cherburg	1		Emperor's cup, <i>Zara</i> , <i>Shark</i> , <i>Claymore</i> , <i>Arrow</i> , <i>Ursuline</i> , <i>Julia</i> and 7 more

Date.	Pos.	Sailed at	Placed.	Value.	Position of other Yachts.—Those in <i>ITALICS</i> received the prize.
1859. Aug. 5		Cowes	1		R. Y. S. cup (handicap,) <i>Wildfire, Osprey</i> 2nd prize, <i>Arrow, Brunette, Violet,</i> <i>Beatrice, (Alarm disqualified)</i>
1860. 1861. July		Thames	1	100 0	Did not race Albertine, Galatea
Aug. 5	4 231	Solent	1	100 0	America,—private match
Aug. 8		Cowes	1	106 0	Queen's cup, <i>Aline, Galley of Lorn, Albertine</i> Did not race
1862. 1863. Aug. 12		Byde	1		Gipsy, (private match) Did not race
1864. 1865. June 12	248	Thames to Harwich	1	100 0	<i>Xantha</i> , 2nd prize, <i>New Moon, Volante</i> <i>Christabel, Marina</i> and 5 more
	17	London to Harwich	1	50 0	<i>Xantha</i> , 2nd prize, Whirlwind
	21	Thames to Byde	3		<i>Arrow, Marina, Xantha</i> and 7 more Did not race
1866. 1867. July 24	946	Thames to Havre	1	100 0	<i>Julia, Condor, Marina, Columbine,</i> <i>Zoraida, Minstrel</i> Not in commission
1868.					

GLOVER'S ANCHOR GEAR.

THIS invention has been very considerably improved, since the idea of it first occurred to Mr. Glover, in consequence of the additions of the power of fishing the anchor to that of dropping it. The arrangement obtained a medal at the Havre Exhibition, and having been submitted to many officers of both the Mercantile and Royal Naval services, has received very high commendation for its efficiency and simplicity. The cost of fitting an anchor with Mr. Glover's arrangement, described below, will for small anchors be under 20s.

Glover's Anchor Gear is an apparatus for transferring the power of the cable in the handling of the anchor, from the shank ring or nut to the fluke of the anchor, in order to facilitate and to secure the efficiency of these three processes following:—Firstly, that of weighing the anchor out of "a fix," such, for instance, as the anchored arm having fastened itself between two rocks; secondly, the process of fishing, on every occasion, that is, the laying the anchor inboard after it has been weighed and brought up to the hawse-hole by the ring; and, thirdly, to command the power of so dropping the anchor from the cat-head as, that it shall be ready at any moment to be

slipped off, and hang a-cock-bill, 'in such a position as, from its fall, to force entrance into the ground on the first impact. Fourthly, also by its combination with the ordinary gear of a cable, control the direction in which the anchor shall enter the ground may be a most important consideration in making the running moor.

With the ordinary gear, the first of these four operations is physically impossible. When the anchor is a fix so as to refuse to yield to the prize. by the shank, and the weighing power is applied at the nut-ring, it must be left behind, with as many fathom of the chain, as the depth of the anchorage demands. The second operation, that of fishing the anchor, as now effected, must be always tedious in rough weather; is constantly very troublesome, not seldom, impossible by the fishing-hook: it then becomes dangerous to the men, is sometimes disastrous, and has been very injurious, even ruinous to the ship, by the banging of the anchor breaking a hole in her hull. By being able to command the application of power to the arm of the anchor when below the ship, instead of at the shank ring when it is hove-up chock to the hawse-hole, the entire operation of laying it inboard, or of catting it, will be done without danger, without the use of the fish-hook, or any other trouble but that of more labour inboard; be begun without difficulty, completed without delay. With regard to the third process, daily experience and numerous experiments made during six months, show incontrovertibly that the anchor always enters on first touching the ground, and bites the instant that strain is applied to it.

That this entry of the anchor into the ground takes place immediately it reaches the bottom is, indeed, a thing that requires no experiment to prove when the anchor is let fall, hanging to the cable by its peak. The physical accidents which so happily favour this result—so long as the strain at the apex of the triangle formed by the position of the cable and arm of the anchor is preserved,—render any other issue impossible.

The physical accidents in this case are :—

1st.—The form of the anchor-proper *i.e.*, the anchor without the stock. It is a double hook: the arms of which though curved, (ordinarily), lie in the same plane, and at equal angular inclination, with the shank, which is common to them, consequently, if this plane be suspended, fairly from any point in it, which lies (well) above its centre of gravity, that plane must hang in true verticality, and, any line drawn in it, at right angles to any horizontal line, will be a true perpendicular.

2nd.—The stock of the anchor, with which the shank is loaded at the nut end, does not affect the verticality of the plane in which the arms of the anchor lie, when this plane is suspended, (say) by one of the peaks of the anchor, because the stock itself through which that plane passes is in equipoise (nearly,) the weight of each arm of the stock lying on each side of the shank being equal. So that

3rd.—The weights of the several parts of the anchor, disposed as they are in relation to each other, cause, by a happy accident, this result, namely, that, when the anchor is suspended by one peak, as is in true verticality,

a line joining the other peak, and the nut of the anchor, will be found to be all but horizontal, if needful might be made actually so. Hence

4th.—The nether lying arm, which may pass for the perpendicular of a right-angled triangle, of which, the shank of the anchor is hypotenuse to the base on the ground, may be truly vertical, and if, the arm were not curved would be actually so, would be a true perpendicular; for it is all, but at right angles, with the (horizontal) line on the ground, between the nut and peak as it touches bottom. Hence

5th.—The nether-lying arm of the anchor, when it is let fall from the ship by the cable, from the position made practicable by the apparatus for transferring the power of the cable in handling the anchor from the nut-ring to the peak of the fluke may be considered as a *vertical* spiked bolt falling from a height, driven into the ground under the influence of an irresistible power, where it is ready, the instant the strain from the ship is felt to shew that it has made the essential bite, that anchors the ship on, or from the very spot that its spike has pierced.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on Thursday, December 3rd, at its house John-street, Adelphi; Thomas Baring, Esq., M.P., F.R.S., in the chair. There were also present:—Thomas Chapman, Esq., F.R.S., V.P., Sir Edward Perrott, Bart., Captain Richards, R.N., F.R.S., Hydrographer to the Admiralty, W. H. Harton, Esq., Captain De St. Croix, Captain Ward, and Richard Lewis, Esq.

The minutes of the previous meeting having been read, a reward of 16*l*. 17*s*. was voted to pay the expenses of the Pelican life-boat of the Institution, stationed at Withernsea—in going off on the 21st. November, during hazy weather and saving the crew of five men of the smack Mary of Hull, which had stranded about a mile and a quarter south of Winthersea. The crew of the distressed vessel were very anxious for the aid of the life-boat, as they felt they were in imminent danger, for, in attempting to launch their own boat, with a boy and their clothes on board, it was immediately swamped; the boy, however, was fortunately saved.

A sum of 14*l*. was likewise granted to pay the expenses of the Palmerston life-boat of the Institution at Cullercoats in putting off in a strong wind and heavy sea, and rescuing the crew of eight men of the brig Robert and Sarah of Blyth on the 21st. November. A reward of 13*l*. 12*s*. was also voted to pay the expenses of the Institution's life-boat Grocer, stationed at Munclesley, in going off during squally weather, and rescuing the crew of seven men from the boat of the brig Rochdale, of London, which had sunk off Hasborough, on the 10th November.

A reward of 12*l*. 19*s*. 5*d*. was likewise granted to pay the expenses of the William Beckett of Leeds, life-boat of the Institution stationed at Youghal,

Ireland, in going off in a heavy sea and bringing ashore the crew of three men of the schooner *Mary Jane*, of Padstow, which had stranded near Clay Castle on the 22nd November. The vessel had only started from Youghal that morning; but in consequence of stress of weather she had to be anchored. The anchors, however, dragged and the schooner went aground. £13s. was also voted to pay the expenses of the *Helen Lees*, life-boat of the Institution, stationed at Kirkcudbright, in going off on Monday, Nov. 30th, during a gale of wind, and saving the crew of five men of the schooner *William Henry*, of Belfast, which became a total wreck on St. Mary's Isle near Kirkcudbright.

It was reported that the Wexford large life-boat of the Institution, the *St. Patrick*, had gone off on the 25th November, during a gale of wind, and, with the assistance of a steam-tug, had brought the capsized barque *Mauda*, of Liverpool, into the South Bay, off Wexford. The vessel stranded on the Long Bank, and the crew had abandoned her before the arrival of the life-boat.

The Willie and Arthur tubular life-boat of the Institution, stationed at New Brighton, had on the 3rd November, launched in reply to distress signals, and at the request of the master remained for some hours alongside the ship *Grand Bonny*, of Liverpool, which had gone ashore abreast of Waterloo coastguard station, but which, on the rising of the tide, floated off the sands in safety.

The Tom Egan, Cambridge University, Boat Club life-boat of the Institution, stationed at Tramore, Ireland, had also gone off on the 29th November, and, after great difficulty, succeeded in saving the crew of seventeen men of the Austrian barque *Mea*, which, during a fearful storm, became a total wreck in Tramore Bay. The Annie life-boat of the Institution at St. Andrews, N.B., likewise went off twice on the same day, and succeeded in bringing the smack *Canton*, of Scarborough, and her crew of four men, safely into harbour.

The Caistor life-boat of the Institution saved on Monday, November 30th, the crew of nine men of the barque *Ann Scott*, of Arbroath. The men had taken to their small boat after their vessel had capsized, and were in very great danger when they were happily rescued. The life-boat afterwards went to the aid of another barque stranded on the Cross Sands and succeeded in taking that vessel and her crew to a safe anchorage off Winterton. The life-boats of the Institution at Donna Nook, Porthcawl, Kirkcudbright, Great Yarmouth, Sunderland, Hayle, North Deal, Sutton, and Tynemouth, had also rendered various services during the recent stormy weather.

The silver medal of the Institution was voted to John Freeny in acknowledgment of his gallant services in saving one of the crew of the schooner *Blue Vein*, of Port Madoc, which during a strong gale, stranded opposite Ballybrack Railway Station on the 26th September.

A legacy of 100*l.* had been received by the Institution from the executors of the late David Sinclair, Esq., who had acted as honorary secretary of its Thurso branch for many years. Also 200*l.* legacy of the late William

Dangar, of Bishopsgate-street; 100*l.* from the late R. S. Fydell, Esq., of Morcott Hall; and 50*l.* from the late Mrs Essex, of Humshaugh, Northumberland. The thanks of the Institution were ordered to be given to Benjamin Heape, Esq., of Northwood, Manchester, in acknowledgment of his gift of the life-boat Mary Heape, about to be sent to Kimmeridge, on the coast of Dorset.

A communication was read from Count Edmund Batthyany, stating his intention to present a life-boat to the institution in memory of his late daughter, who was his only child. A contribution of 270*l.* has been received from the Manchester branch in aid of the support of the twelve life-boats the branch had at different periods presented to the Institution—the last having been recently sent to Ramsey, Isle of Man. The Leicester branch had also forwarded to the Institution an additional contribution of 50*l.* in aid of the maintenance of the life-boat at Gorleston, near Great Yarmouth.

Life-boats had been sent during the past month to Milford, Fraserburgh, and Ramsey. The Turkish Government had ordered four life-boats on the plan of the Institution to be built by Messrs. Forrestt, of Limehouse. Reports were read from the inspector and his assistant inspector of life-boats to the Institution on their recent visit to the coast.

Payments amounting to 1,606*l.* were ordered to be made on various life-boat establishments, making a total of upwards of 18000*l.* expended by the Institution on its 189 life-boat stations during the eleven months of the present year. It had also, during the same period, contributed to the rescue of 697 lives from various wrecks.

Altogether, the Life-boat Institution had contributed, from its establishment, to the saving of 17,684 lives from shipwreck. It is hoped that the British public will continue to strengthen the hands of the committee at this stormy period, when its life-boats are engaged day and night in saving life from wrecks.

THE PROPOSED INTERNATIONAL YACHT RACE.

THE Cambria and Sappho.—“Just now there comes from beyond the Atlantic,” writes the *Daily News*, in reference to Mr. Ashbury's letter to the New York Yacht Club, which we have already published, “a very gallant and chivalrous challenge. addressed to the gentlemen of the New York Yacht Club, by Mr. James Ashbury, the fortunate owner of one of the most brilliant of the racing cruisers that adorn English waters, whose victories have been almost as frequent as the matches she has sailed in, and who defeated the American schooner-yacht Sappho, hand over hand, in the match round the Wight last summer—the famous Cambria. It will be remembered by those of our readers who are interested in such matters that the Sappho was brought over by her owner, Captain Baldwin, towards the close of the yachting months in the Solent, and that immediately on her arrival in Cowes Roads the object of her visit was formally announced to the Royal Yacht,

Squadron in a courteous and spirited letter, inviting the finest and fleetest of the English prize-winners to try conclusions with her round the Island. The challenge so gallantly given was as gallantly accepted.

The match came off and the Sappho which had been hailed by the most knowing ones at Cowes as a truly formidable antagonist, was notwithstanding her splendid powers at some points of sailing, and especially off the wind, literally "nowhere" from beginning to end. The accident to her jib-boom in Sandown Bay excited much regret and sympathy among her competitors, but had nothing to do with the result, which was never from the start to the finish doubtful. Every justice was done to the Sappho by those who had charge of her that day. And there were (and doubtless still are) many keen critics of her performances, who were ready to promise the Sappho better fortune on a longer cruise, say, round the Eddystone and back, or from the Lizard to Long Island. During the weeks she remained in the waters of the Wight her reputation—so far at least as "what she might have done or might do" under other circumstances—was decidedly on the increase.

All things considered, however, there seems to be little reasonable doubt that the owner of the Sappho had somewhat miscalculated the qualification of the crack English yachts, and had not sufficiently taken into account the improvement in construction, in trim, and in gear, which English yachts owe to the example of the America in 1851, and which Mr. Ashbury has so gracefully and cordially acknowledged in his letter to the President of the New York Yacht Club. It has been hinted that the Sappho was by no means what Mr. Ashbury now very properly demands for a competing vessel—"one previously pronounced by the New York Yacht Club as the fastest vessel in America of her size and class;" and that there are American yachts well able to lead our wickedest craft a dance little dreamt of by the Cambria and her sisters. It may be so; the three powerful New Yorkers which raced across the Atlantic in the dead of winter showed that while we have advanced our American cousins have not stood still.

At all events here is the challenge from the owner of the famous Cambria, on behalf of England to "all America;" we heartily hope for the credit of English, and we should always be understood to include Irish, yachtsmen, that it will be taken up with eager confidence on both sides.

"Mr. Ashbury's conditions will, we believe be found unexceptionable, and we venture to insist that a return visit is due, and overdue, from British yachtsmen to their kinsmen 'beyond the sunset.' Everything that contributes to a brotherly feeling between the old country and the new must always have our warmest wishes. And there is perhaps no finer field for a generous interchange of good offices, and a cordial emulation in skill and enterprise, than that common element of the national greatness of us both—the sea."

The *New York Spirit of the Times* has the following remarks on the proposed race:—Most Americans believe that a vast improvement in the constructions and rigging of English yachts followed the celebrated victory of the America, and the acquisition of the Queen's cup. It was a subject

of general remark here, when the Sappho was defeated, that Capt. Baldwin had failed to take the improvements of English yachts into account in his calculations, and had thereby contributed to his own defeat, by sailing against them with a strange crew and a vessel out of proper trim. It is now understood that Captain Baldwin had no authority to sail the race he did in the Channel. The owners of the Sappho were willing enough to make a race with her against English yachts but they expected to have time after the arrangements were made to send out Capt. Dick Brown, the old sailing-master of the America to sail her, Captain Brown was willing to go, but Captain Baldwin with headlong haste. issued his challenge, made his race and got defeated. So much for that. As we have before assured our English contemporaries, we do not aver that the Sappho could have won under the circumstances, but we feel quite certain that she did not exhibit her best points of sailing on that day either before the wind or close hauled. A yacht is very much like a good race horse—the one needs proper trim and handling to do all that she is capable of, and the other must be in good condition and well managed and ridden to run a great race."

Brighton Dec. 12th, 1868.

SIR,—On the evening of the 11th, I received from New York a reply to my challenge of the 3rd of October, as also the conditions upon which the "Queen's" Cup of 1851 was presented by the owners of the America to the New York Yacht Club; and as this contemplated international match has already created much interest in Europe and America, I trust you may find it convenient to insert the enclosed, and oblige, yours truly,

JAMES ASHBURY.

"Office of the Secretary of the New York Yacht Club,
41, Wall Street, Nov. 4th, 1868.

"Sir.—In compliance with instructions from the Commodore of the New York Yacht Club, I have the honour to acknowledge the receipt by him on the 4th inst. of your communication of the 3rd of October ult. on board the Cambria, *super altum mare*.

"The interesting programme of racing topics contained in your letter, embracing contests upon British and American waters, including a match for the celebrated Queen's Cup, won by the yacht America, will be submitted to the members of the club at their next general meeting, which will be held on the first Thursday of February next, and their action thereon forwarded to your address at Brighton.

"I have the pleasure also of forwarding to you the enclosed circular in relation to the Champion Cup, together with a copy of the constitution, &c., of the New York Yacht Club issued for the year 1868,

Very respectfully, your obedient servant,

H. MORTON, Secretary N. Y. Y. Club.

"To J. Ashbury, Esq."

New York, July 8th, 1857.

"SIR.—The undersigned members of the New York Yacht Club, and late owners of the schooner yacht America, beg leave, through you, to present to the club the cup won by the America at the regatta of the Royal Yacht Squadron at Cowes, England, August 22, 1851.

"This cup was offered as a prize to be sailed for by yachts of all nations, without regard to the difference of tonnage, going round the Isle of Wight (the usual course for the annual regatta of the Royal Yacht Squadron), and was won by the America, beating eight cutters and seven schooner yachts which started in the race."

The cup is offered to the New York Yacht Club, subject to the following—conditions:—

"Any organized yacht club of any foreign country shall always be entitled, through any one or more of its members, to claim the right of sailing a match for this cup with any yacht or other vessel of not less than 30, nor more than 300 tons, measured by the Custom house rule of the country to which the vessel belongs.

"The parties desiring to sail for the cup may make any match with the yacht club in possession of the same that may be determined upon by mutual consent; but in case of disagreement as to terms the match shall be sailed over the usual course for the annual regatta of the yacht club in possession of the cup, and subject to its rules and sailing regulations; the challenging party being bound to give six months' notice in writing, fixing the day they wish to start. This notice to embrace the length, Custom-house measurement, rig, and name of the vessel.

"It is to be distinctly understood that the cup is to be the property of the club, and not of the members thereof, or owners of the vessel winning it in a match; and that the condition of keeping it open to be sailed for by yacht clubs of all foreign countries upon the terms above laid down shall for ever attach to it, thus making it perpetually a Challenge Cup for friendly competition between foreign countries.

"J. C. STEVENS,

"EDWIN A. STEVENS,

"HAMILTON WILKES,

"J. BREEMAN FINLEY,

"GEORGE L. SCHUYLER."

"To the Secretary of the N. Y. Y. C."

On the motion of Mr. Grinnell, it was

"Resolved,—That the New York Yacht Club accept the cup won by the America, and presented to them by the Proprietors upon the terms and conditions appointed by them.

Resolved,—That the letter of Mr. Schuyler, with the enclosure, be entered on the minutes, and the secretary be requested to furnish to all foreign yacht clubs a copy of the conditions upon which the club holds the cup, at which permanently attach to it.

Adjourned.

N. BLOODGOOD, Secretary".

New York, Dec. 6th, 1868.

MY DEAR SIR :—The Commodore of the New York Yacht Club, of which I am a member, has informed me of the challenge you have so gallantly extended to our American Yachts in your commendable desire to carry back to England the Queen's Cup, which has remained in the United States ever since it was won by the America 17 years ago. You are good enough to make several propositions. I should the more regret my inability to accept them all if I did not feel assured there are other members of our club who will not suffer you to be disappointed in any of them. For myself I do not care to fit my vessel for contests in inland waters, but I accept your challenge for an ocean race. I contemplate visiting Europe with my yacht, the Dauntless, next May, and shall spend three or four months on your side of the Atlantic. It will give me great pleasure, therefore, to race you from Cowes to New York on the conditions you specify, sailing on the 1st of Sept. for a cup valued at £250, as you propose, or for any amount you may elect. If this should not be agreeable, I will race you on the same terms, and for a like amount, from Cowes to the Azores and back, or to any other place you may select, not less than 3,000 miles at sea.

Allow me to congratulate you on the recent victory of the Cambria over the Sappho. The defeat of the latter will not be regretted by any of our people, if it is to prove instrumental in inducing the English yachtsmen to visit American waters, and to enter the lists against our tried and fast vessels.

Assuring you of an equally hearty welcome from the New York Yacht Club, whether you come as victor or vanquished, believe me, my dear sir, very truly yours,

J. G. BENNETT, Jun.

To James Ashbury, Esq.

"New York Dec. 7th, 1868.

DEAR SIR :—You have undoubtedly before this date received a communication from the secretary of the New York Yacht Club, acknowledging the receipt of your letter of the 3rd of October, and informing you of the conditions under which alone the cup won by the schooner yacht America, in August, 1851, was placed by its owners in charge of this association. A letter from Mr. James G. Bennett, jun., of the schooner yacht Dauntless, suggested by your gallant proposition, has probably also reached you.

In congratulating you most heartily on the success of the Cambria in our race with the Sappho, I take the opportunity of assuring you that, should you visit our shores in the fall of 1869, all the privileges of the New York Yacht Club, will be cordially placed at your disposal, as well as every hospitality by its members calculated to render your stay agreeable. We shall be prepared to test the sailing qualities of my own vessel, the Phan-

tom, against the Cambria, for any race that may be arranged after your arrival, and I venture to add that other members of the club, owners of yachts which have won celebrity, will be found anxious to participate in any contest that may be inaugurated on that occasion.

Assuring you of the pleasure it will give me to do all in my power to make a visit interesting and enjoyable, I have the honour to be your very obedient servant,

HENRY G. STEBBINS,

Commodore New York Yacht Club.

To James Ashbury. Esq.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Thames Yacht Club.—The first monthly ballot meeting for 1869, of the R.T.Y.C. is appointed to be held at the Club-house, Albemarle Street, Piccadilly, on Wednesday January 6th., when amongst the several candidates for admission, the following yacht owners will be ballotted for:—John D. Gibb, Esq., Pleiad schooner, 205 tons; Sir David Baird, Bart, Gleam, schooner, 140 tons; The Right Hon. Viscount Macduff, Pilgrim, schooner, 137 tons, and Thomas Vaughan, Esq., Nelly, paddle steam schooner, 120 tons.

We have received from Capt. Grant, Secretary to the Royal Thames Yacht Club the following announcement from the committee and secretary (M. Mandrot) of the *Société des Régates*, Havre—fixing the 15th July 1869, as the day for the Channel Race from Havre to Cherbourg and back. The first prize to be a cup value 100 guineas, offered by James Ashbury, Esq., of the clipper schooner Cambria, and a gold medal by the club; the second prize 2,000 francs, 80*l* and a medal (vermeil); a purse of from 40*l*. to 60*l*. to be added for the first French yacht.

The programme will be sent to us early in the coming season.

••• The list of yachts belonging to the flourishing *Société des Régates*, Havre, will appear in our General List for 1869.

New Thames Yacht Club.—The monthly meeting of this club was held on Monday, Dec. 14th, at Freemasons' Hall, the Vice-Commodore, J. Dunkin Lee, in the chair. The minutes of the previous meeting having been read and confirmed, and some new members added to the list, the chairman drew attention to that part of the club circular intimating that the sub-committee for obtaining rooms for the accommodation of the club would submit the heads of an agreement provisionally made for the confirmation of the meeting or otherwise.

Mr. R. S. Wilkinson, the treasurer, then entered at some length upon the subject, showing that the committee had been unremitting in their exertions to procure suitable accommodation, and had at length entered into arrangements, subject to their consideration, with Messrs. Elder, for suitable apartments at the Caledonian Hotel, Adelphi, just vacated by the Royal London Yacht Club. The terms included all necessary accommodation, and

beds set apart for the use of the members, the whole being, as it was deemed by the committee, adequate to the convenience and proper accommodation of the club.

On the motion of Mr. H. Smith, seconded by Mr. Kennet, it was resolved "That the proposed arrangement for rooms for the New Thames Yacht Club at the Caledonian Hotel, Adelphi, be approved, and that the treasurer be requested to enter into the necessary arrangements to carry out the same."

A resolution having been carried to continue the same entrance fee of three guineas, with which the club had commenced, until it should number 500 members.

Mr. R. S. Wilkinson brought forward a motion, of which he had given notice, that there should be a change in the monthly meeting night, and it was at once determined that that should be on the second Thursday of each month, instead of the first Monday, as heretofore.

Royal Mersey Yacht Club.—The meeting of this club for the month of December was held on the 2nd inst. at the club rooms the Tower, Liverpool; the Commodore, S. R. Graves, Esq., M.P., in the chair. Several other officers and a good number of the members attended. The Right Hon. Viscount Sandon, M.P., was elected a member on the proposition of the Commodore, seconded by Sir Thomas Edwards Moss, Bart. Mr. M'Iver, having brought under the notice of the meeting the danger arising from the artillery and the rifle range at Gallows Point, in the Menai Straits, it was resolved to memorialise the War Office on the subject.—At the request of the club, Mr. Coddington (owner of the yacht *Lizzie*) attended the meeting and gave a positive denial to the charge which had been brought against him, that he had permitted ballast to be shifted on board his yacht during the regatta at Kingstown, or during any other race. He stated that he did not believe any ballast had been shifted, but if it had it was without his knowledge and concurrence. It was then moved, seconded, and unanimously agreed to that the explanation given by Mr. Coddington is satisfactory to this meeting. The annual ball of the club will be held at the Town Hall on Tuesday, the 15th inst.

Royal London Yacht Club.—The annual gathering of this flourishing society was held at the new club rooms, Westminster Palace Hotel, on Tuesday Dec. 15th, when upwards of 140 members and guests sat down to an excellent dinner, under the presidency of the popular Commodore, Mr. A. Arcedeckne. After the usual loyal and patriotic toasts had been duly honoured, the chairman, in appropriate terms, called upon the company to drink "Success to the Royal London Yacht Club." He dilated at some length on the rapid progress the club had made, more particularly, as he was happy to find, during the ten years in which he had the honour of holding the position of Commodore, and concluded by congratulating the treasurer on the flourishing financial condition of the club, which, he stated, had at the present time a reserve fund of £1,000, and an annual income of upwards of £800.

After the toast had been duly honoured Mr. Earle proposed "The Health of the Commodore," who in acknowledging the compliment, dwelt at some length on his experience as a yachtsman. Several other toasts followed, and a most agreeable evening was spent, the proceedings being enlivened by an excellent programme of vocal and instrumental music, the *artists* engaged being Misses Poole and Jenny Pratt, and Messrs. Montem Smith and Lawler.

The monthly meeting took place on Monday evening the 21st ult. when the noble Commodore, A. Arcedeckne, Esq. occupied the chair.

The minutes of the previous meeting having been read and confirmed, on the motion of Mr. Under Sheriff Crossley, the annual ball of the club was fixed for the 18th of February next, at Willis's Rooms, King Street, St. James's, and the following gentlemen were appointed stewards:—The Commodore, Vice, Rear, Treasurer, Cup-bearer, and Messrs. C. Borrás, J. Brown jun, E. S. Bulmer, Capt. A. Burgess, C. B. King (Chevalier of Portugal), Marshall Hall, Telford Field, S. F. Oriel, W. H. Ridgway, J. A. Silk, W. H. Trego, C. Welbourn, and R. S. Wood.

The following were ballotted for and duly elected members of the Club:—His Grace the Duke of Hamilton, and Messrs. Henry L. Gregory, F. R. S. Sharpe, and Arthur Pilcher.

Mr. Gladstone having stated that the yachting world was anxious to know how the Yachting Congress was progressing with its labours to produce a universal code of laws for prize sailing, enquired of Mr. Charlwood, the Rear Commodore, whether he could afford them any information upon the subject. Mr. Charlwood replied that he had much pleasure in reporting the progress, that had been made. The sub-committee had met several times, and had formed a set of rules, which were almost completed; and as soon as the meeting of Parliament gave a prospect of the flag-officers of the various clubs being in London a full meeting would be held, to which the labours of the sub-committee would be submitted. The laws as determined upon would then be printed and forwarded to the various clubs, and it would be for them to say whether they adopted them or not.

Dart Yacht Club.—A dinner of the members of the Dart Yacht Club took place on Dec. 11th, at which a testimonial was presented to Mr. W. Smith, the hon. sec., for his valuable services since the establishment of the club. Mr. H. Studdy, the Commodore, was in the chair; he proposed the health of Mr. Smith, and presented the testimonial in the name of the club. Mr. Smith then returned thanks, and the members separated shortly after.

NOTICES TO CORRESPONDENTS.—Our Devon correspondent's communication stands over for want of room.

The Cambria and International Plates received, shall be noticed in our next. Yachting of Past Season postponed through the illness of the author.

Our kind friend will commence his Cruise in Scottish Waters in February number, when Notes on Yachts and Yachting, and Leaves from the Lotus will be continued.

HUNT'S YACHTING MAGAZINE.

FEBRUARY 1st, 1869.

YACHTING IN NORTHERN WATERS OF SCOTLAND.

WHAT the writer proposes to describe might, more correctly, be designated, "Yacht Cruise of Artists in search of the picturesque."

On Tuesday, 1st of June, a party of artists, whose reputations are of the highest grade, and whose works at that time, were leading attractions at the Exhibition of Water Colour Drawings in London, left the Clyde per steamer "Iona," accompanied by a few friends, and amateurs in that art for Oban. More than one interesting sketch was made on the way there, which may, at some future day result in mature drawings. Our artists were much struck with the scenery, after leaving Crinan Canal; and when approaching Easdale Island, with the picturesque character of the Sound, of which notes were made to serve as materials for their pencils.

It is extraordinary with what difference of feeling such scenery may be viewed,—the non-artistic eye would then see nothing particularly interesting or pleasing; nothing but dark, sooty-looking surroundings, and figures equally smutty, congregated upon elevated portions of the slaty debris, overlooking the Sound, in order to obtain a sight of the steamer as she passed through it. Our artists appreciated it very differently.

After rounding the wild rugged rocks beyond Easdale, the scenery becomes extraordinary savage. On approaching Fladda Island, and when off the lighthouse erected thereon, the boiling eddying tide

could not fail to prove a matter of astonishment, even to ordinary observers, but how much more so to the eye of an artist trained to observe nature intently, and critically! who sees beauty in every curl of the wave, which expends itself upon the shore, or breaks upon the rocks; the varied tints of which, and of the tangled sea-weeds attached to them, present interesting matter for study—and commands admiration.

The writer will ever remember with pleasure, a picture by an eminent artist of the present day, the subject of which was "collecting sea-weed," an admirable example of what may be done with materials which, to an ordinary observer, might be regarded as worthless for a picture.

The yachts were awaiting the arrival of the party at Oban, on board which the artists were conducted by their friends—the owners. The following day they left Oban, bound for Loch Torridon—Ross-shire.

When sailing through Sound of Mull, the eye of an artist could not fail to perceive that most of the hills, and mountains have the appearance of a series of terraces, which geologists tell us, are formed by some parts of the traprock weathering away, more rapidly than others, and that the verdant patches visible, near them, are attributable to the rich loom deposited by decay of the softer portions. The bases of the hills have the richest sward, and, as they rise higher, a diminishing verdure may be noticed. Rocky terraces occasionally vary the face of the hill, whence may be seen issuing glittering waterfalls. Dark parallel crags may be traced running along the sides of the hills until their minor features are lost in the distance. Seen from the yacht's deck, by the glare of noonday the effect was, probably,—*trop prononcé*, but one could easily imagine what it might be at the glooming of an autumnal evening, and when the brown heather is tinted with golden beams of a setting sun; how delightful it would be to the eye of an artist!

How beautiful it is to watch the gradual change, from roseath blush, to the grey tints of twilight, and, in a pleasant reverie from a yacht's deck observe the outlines vanish, as night throws an impenetrable veil over the scene!

A knowledge of geology would give great facilities to artists, when depicting mountainous scenery; although he may give form with the fidelity of a photographer, unless he give to each rock its

true tints and individuality, and retain the undeviating characteristics which its geological formation suggest, the result would be inharmonious and inconsistent.

An artist, otherwise clever, when he wishes to introduce shipping into his picture, although he may endeavour to do so faithfully with the subject before him, is very likely to fall into inconsistencies, unless he have a knowledge of the construction of ships, and of the various arrangements and purposes of each halliard, block, and spar; and, in order to paint landscape correctly it is equally necessary that he should be geologically acquainted with the causes of the peculiar forms, and colors of the scenery which he may have selected. We arrived at Tobermorey just in time to escape some very squally weather which might have been experienced when going round Ardnamurchan.

Weather continuing very wild, we remained at anchor in Tobermorey Bay, until the following day, when it cleared, and we set sail for Isle of Skye with a fair wind. When off Ardnamurchan we met with a considerable swell from the Atlantic, the effect of recent gales. Owing to a peculiar condition of the atmosphere the Islands of Coll and Tiree were remarkably visible. Those who, for the first time, look upon the scenery when rounding Ardnamurchan, as seen from a yacht's deck, could not fail to be struck with its magnificence. The yachts seemed to fly through the waters, and were off Eig Island within one hour and a-half, without shifting sails. Hugh Miller when describing the island says it is—"a veritable Giant's Causeway, like that on the coast of Antrim, taken and magnified rather more than twenty times in height, and some five or six times in breadth, and then placed on a hill nine hundred feet high." Geike, who with other geologists, made a careful survey of the island, gives the total height of the Scur of Eig as one thousand, three hundred and thirty five feet above the sea, and the lower hill, on which it rests is about nine hundred and thirty-five feet high. The Scur is at the summit of a ridge, which runs along the higher portion of the island, terminating at the south end, and is composed of columns, which are almost perpendicular.

One who ascended the Scur described to us the view from it as something so extraordinary, as to try the strongest nerves when looking from the summit, causing a sensation of giddiness and an almost irresistible feeling of being impelled to rush over it. Such

sensations are not uncommon, and many instances are recorded of parties having been overcome by them. A few years ago an awful event took place in Switzerland; a military officer ascended Mount Rihgi accompanied by his wife and daughter—when, propelled by an uncontrollable feeling, whilst looking over the perpendicular summit on the side next to the lake of Zoug, he seized upon his wife and was rushing towards the precipice, intending to throw himself, with her, over it, when he was observed by guides who were present, who endeavoured to save them from destruction, but his maniacal strength was overpowering—in the struggle, the wife was separated, when the officer endeavoured to drag one of the guides along with himself, over the precipice—fortunately he was able to escape from his grasp—the officer fell over and was dashed to pieces in the descent—a fall of several thousand feet.

Geike in his "scenery of Scotland, viewed in connection with its physical geology," says "after previous description, "at that time the Island of Eig must have been joined to some higher land, probably to the west, or north-west," which hypothesis he supports with very cogent reasons, and if well founded there may be equal truth in what he further advances, that "what is now the ridge of the Scur was a valley watered by a stream that flowed with considerable volume to carry along the blocks, sometimes two or three feet in diameter, which are found in its shingle." As, however, our present object is not geological but artistic, we may proceed with our cruise—and take things as we find them.

When off Eig we were much interested in witnessing the performances of an immense shoal of Porpoises—or what were conceived to be such. Their speed was most extraordinary; they appeared to be chasing each other round the yachts—passing them with a rapidity which might be fairly estimated as three times their speed, which was not less than eight knots,—consequently they were moving at the rate of thirty miles per hour.

The presence of such shoals are, by many, believed to foretell storms, or bad weather, which was certainly experienced subsequently. All went on well as the yachts passed up Sound of Sleat and through the race of Kyle Rhea; but when in Loch Ash, and off Kyle Akin, a heavy squall struck them, putting them on their beam ends; it was consequently deemed wise to put back, which was subsequently accomplished, and they dropped anchor under Ben

Caillach, near to the beacon which was found to be sufficiently sheltered and safe.

Our artists were quite content with the change, and the sudden interruption to our progress, and were soon occupied making sketches of the surrounding scenery, and noting the extraordinary changes which the vicissitudes of weather presented, some of which were magnificently beautiful. They were so much interested in their occupation as to be utterly regardless of discomforts. The view from deck looking up Loch Duich, and in every other direction, is beautiful under any conditions of weather. Our artists seemed to rejoice at the opportunity of seeing them under the effects of a storm, and then three days detention was passed without impatience or *cressi*. Any one who delights in the grand and beautiful in nature, if he be able to represent it historically, has undoubtedly, a great advantage under such circumstances.

On the 8th of June, weather having moderated a little, anchors were lifted, and the yachts got underweigh bound for Portree,—wind being ahead they were under reduced sails, and had a hard beat up through the narrows of Kyle Akin, after clearing which, the first object which presented itself was Pabba Island—low, flat, and insignificant in an artistic point of view, but to a geologist is said to have a peculiar interest. Hugh Miller describes it as having about one square mile of surface, and as being about three miles in circumference, and says that within its limited area the petrifications of the shores might fill a museum.

After passing the north end of the island, the course of the yachts was through Scalpa Sound. Scalpa Island, where exposed to the action of the sea, presents rocks of beautifully varied tints—composed of green stone, basalt, feltstone, and other varieties—the effect of which is very pleasing and pictorial.

The Sound of Raasay was particularly interesting to the party, nearly all having previously visited it—some of them frequently.

The yachts were successfully navigated into Portree Harbour without a single squall off the headlands—a piece of good luck which rarely happens, and we anchored about 5h. 30m. p.m., having made the passage—against a strong head wind, in about seven hours. Weather became very stormy soon after anchoring, the night was cold and rainy. The day following brought a continuation of the same stormy weather, and the next was equally bad, we therefore

remained at anchor—and our artists availed themselves of the opportunity to make sketches of the headland of the harbour. The night was passed without any particular disturbance as regards weather. Weather having abated the yachts left Portree the third day after arrival, bound for Loch Torridon. The scenery passed was very interesting, particularly near to the north end of the Island of Rona, and at the entrance to Loch Torridon proper. There are two lochs branching, the latter one of which is Upper Loch Torridon, the other is Loch Shieldag—at the entrance to which the yachts were laid to, and a messenger sent ashore for letters.

Shieldag being an untrustworthy anchorage we proceeded to Upper Loch Torridon, which was in fact our destination. At Shieldag we learned that there are two posts arrive and depart weekly *via* Dingwall to Courtill; ten miles distant from Shieldag, by a rural postman or runner, as they are there called, from which the letters would require to be sent for, by a messenger on foot, or by rowing down the loch to Shieldag, about nine miles—or a special messenger might be engaged to perform that duty—the latter arrangement was adopted, which after having been completed the yachts proceeded up Upper Loch Torridon, and being unacquainted with it, we had to choose an anchorage by reference to the chart, but were unfortunate in our selection. Our first night at anchor was attended with considerable anxiety, having had unmistakeable proof it was very rocky and unsafe. The night was wild and rainy—wind unsteady which caused the yachts to swerve, and drag their cables over the stones at the bottom, and made it most disagreeable—and the soundest sleeper could only get sleep by snatches.

The following day was unpromising, we therefore proceeded further up the loch to *Ob-gorm-more*—the gælic name for “big grass green creek,” which had been recommended to us by a native fisherman. The anchorage answered well to its gælic name—but was only big by comparison with others in the loch—being verdant nearly all round it, a rather unusual circumstance in the locality. It is well sheltered and the bottom generally good; there are, however, large stones scattered about, one of which had very nigh proved disastrous to one of the yachts; the anchor of which happened to drop upon it, which prevented its getting hold. The night was exceedingly wild, and about two o'clock a terrific squall struck her, when she commenced to drag anchor, and in a very short time was

in dangerous proximity to a precipitous rocky shore. Fortunately however, the anchor took hold again in time to save the yacht from probable destruction. A second anchor was put out, and by warping was brought out of her dangerous position—which being accomplished, the parties on board could afford to be funny about the matter. One of our artists declared it occurred to him whilst the yacht was dragging, that in case of a wreck—and he escaped—he might gain a honest penny by sending a sketch of the scene to the *Illustrated News*, and that, in anticipation of the possibility of such an event, he instinctively felt in his pocket for a pencil and sketch book—which having secured, he felt all right, and calmly waited the result. Fortunately his artistic talent was not required.

Squalls and rain continued with slight intermissions, during the following day. About 4 p.m., the appointed messenger arrived with letters from Shieldag, being the first delivery under the arrangement referred to. Our letter carrier looked more like an escaped gaol-bird than one of her Majesty's servants. We were much astonished when he informed us he was the Postmaster of Shieldag, in *propria persona*, also "runner" as letter carriers are called in that locality. He told us that he had walked to Courtill—on Loch Kishorn, to take to and bring letters back, where he met the mail from Dingwall, a walk of twenty miles, after which, he had to walk from Shieldag to Loch Torridon where the yachts were at anchor—a further walk of eight miles, making a total of twenty-eight miles. It appeared however, that our letter carrier could not properly be dignified with the title of Postmaster, there being no post-office at Shieldag, only a receiving house; his duty being to convey letters twice weekly to and from the next office, which is at Courtill; in other words he was "runner" betwixt the two places.

We had blinks of sunshine with heavy squalls and rain all the day, and the night was very stormy. The next morning brought no improvement, and as the day advanced the squalls became frightful; during one, heavier than the rest, the boats astern were turned over, an half filled, the smallest of which was lifted quite out of the water, an being attached to the jib-boom, was, by force of the wind extended in an horizontal line; and set a spinning in a manner similar to ac imitation fishes which may be seen suspended over a fishing-shop on a windy day. One of the larger boats was lifted off the davits, and the mainsail boom was lifted off the crutch by a tremendous squall.

The barometer during several days ranged unusually high ; seldom indicating less than thirty inches, and we were quite at a loss to account for the fearfully stormy weather. From the Third of June, when we left Oban, until the Fourteenth gales were incessant, and temperature such as might be regarded as very cold in November ; probably the unseasonable cold might be the cause of the atmospheric disturbance. During the continuance of such weather it was found impracticable to pursue the object of our visit to Loch Torridon satisfactorily, during the first ten days only two were available—except under great disadvantage.

On Monday, the 15th June, to our great surprise we saw a third yacht coming up the loch, which proved that of a friend from the south of England, who was expected to join the others, and, as we afterwards learned had been out in the recent gales, and that they had made Portree on the Sunday previous, when the gale was at its height, when she entered under four reefed mainsail, tack triced up, and double reefed staysail—the people were greatly alarmed for her safety, and regarded her preservation as miraculous. The night after their arrival weather was equally stormy—the following morning was tolerably calm, and it was hoped that better weather was coming ; we were however disappointed in the afternoon, the gale recommenced with redoubled fury. Our newly arrived friends were invited to dine on board one of the others, not more than a cable's length apart—but at the last hour seeing that to pass from one yacht to the other might be attended with great risk, a signal was hoisted declining the invitation. The yacht of our friend left the south of England with beautiful weather, and the storms and extreme cold met with in the north-west of Scotland, made a very unfavourable impression, as regards the climate of it. Our letter carrier arrived during the gale, but as no boat could have lived in it—the bag was left at a cottage ashore. The storm moderated late in the evening, when it was brought on board. Taking advantage of the calm, a net was put out, and successfully ; the product of which was very acceptable, amongst the rest was an abundant supply of salmon trout,—the totals, all sorts included, exceeded thirty pounds.

Subsequently weather became more genial, and from the 17th to 21st of June we had some really warm calm days, which gave us opportunity to explore the locality, in order to ascertain what might be the probability of finding interesting objects in a pictorial point of view. Loch Torridon scenery has the reputation of being extremely

picturesque. The view looking up the narrow entrance to the upper lochs is all that could be desired. The rocks to the right when going up, are most remarkable for color and geological formation. As we rowed up in the yachts' boats several creeks opened out, the first of which was "*Ob Meallie*," or treacherous creek, which appears to be well named, there being a bar at the entrance of it, which is covered several feet at low water; there are also sunken rocks, which vessels of moderate draught might ride over, at the top of the tide. At the south end of the creek is a portion, covered at low tide a few feet; immediately beyond which it deepens suddenly, from two to three-and-a-half fathoms, with mud bottom, which might prove a good anchorage for small craft; but the difficulty of entering and departing from it, would forbid its use, except to those well acquainted with it. A little higher up the loch is a bay in which the yachts anchored on arrival, and was found to be neither pleasant or safe, the bottom being unexceptionally rocky, and the scenery around far from being worthy of notice.

The next creek is "*Ob gorm beg*" or little grass green creek, into which we were rowed. The head of the creek is interesting, geologically, there being a small cave, formed by rocks of the most varied colors and forms, which when seen by us, were reflected in the water so clearly, that it was barely possible to distinguish the reflection from the rock. The creek is about four cables' long, and one broad, having a clean entrance of four fathoms, which diminishes to two fathoms near to the head, at no part of it is there good holding ground. During the season for herring fishing, it is said to be the resort of fishermen, who have, however, in bad weather, to put out hawsers on shore, the bottom being rocky.

The next creek is "*Ob gorm more*," or big grassy green creek; which was adopted as anchorage for the yachts during their stay on the loch. On the south side is Benn Damh, a conical mountain of Trap Rock rising almost perpendicularly from the water, and is 2,229 feet high. Across the loch, on the north side to Ben Alligan 3,016 feet high. In the gales we experienced, from south-east, the squalls amounted to tornadoes, which may, in some measure, be owing to our peculiar position betwixt two such elevations. As the squalls came rolling over Ben Damh, they struck the water at the foot of the mountain, with a force which lifted the surface over the yachts in spendrift to an extent which rendered them almost invisible

to each other, and, at same time, set them swerving from one side of the loch to the other in an extraordinary manner. The squalls suddenly ceased, at times, and the yachts were frequently left by the change, many points from the wind, and, before they righted, a fresh squall came on, which struck them on their broadsides, and caused them to careen until water came on deck.

In the Admiralty chart Alachuin, which, in gaelic, means a place of safety, is marked as Alligin, and it is probable, when the locality was being surveyed, the name was marked down as pronounced by natives, or so near as could be arrived at. It may have been acquired from the bay betwixt Alligin point, and West Corrie, which would be the only safe anchorage in southerly gales, during which it might be impossible to enter safely creeks on the opposite shore. In proof of the difficulty of getting out of Ob gorm more, the safest of the creeks, in the loch—we were told by a resident upon its banks who is owner of a large smack, probably of about forty tons, that the previous winter his vessel was detained in the creek during five months, having on board a cargo of salted herrings, from early in September until March the following year, during which time it was utterly impossible to clear out, meanwhile her cargo was deteriorating, and was, ultimately, sold at considerable loss. Judging from the effects of summer gales in Loch Torridon, we are quite prepared to believe that winter gales in it, must be something fearful. In no part of the loch could the yachts have been more favorably placed, as regards scenery. In every direction looking from deck the views were magnificent, and many very beautiful views were attainable by means of the yachts' boats. Although weather was so particularly unfavourable, much was accomplished which may prove productive at a future day.

The parties on board the three yachts being all in pursuit of the same object, and having congenial tastes, the exchange of hospitalities, was attended with no ordinary amount of pleasure. The object of the cruise having been accomplished, the yachts got underweigh, and after an extraordinary quick passage reached Oban on the day of departure. Weather being unfavourable on arrival at Oban—some of the party took steamer to Staffa, where, by the very kind attentions of the captain—wind being north, consequently calm at the side on which is the entrance to the cave, a hawser was put out from the steamer, and attached to one of the lower basaltic columns, and during

the time the tourists were visiting the cave—probably one hour and a-half, an opportunity to make a sketch of the island was presented such as could rarely occur during a life time, and was duly appreciated. On our return we made for the Clyde, where we had much pleasure in talking over our adventures, and in comparing notes—and were ready to exclaim with the poet—

“When shall we three meet again,
In thunder, lightning, storm or rain.”

NOTES ON THE YACHTS AND YACHT RACING OF THE PAST SEASON.*

THE little Niobe has managed very nearly to regain the position she occupied in 1865, when she made her first bow to an admiring audience, and carried every thing before her by winning £485 clean off the reel and beating in various races all the crack cutters of the English Channel, sadly falling off however in the two following years, only securing a solitary second prize in 1867, though the great prowess of her sister ship the Dione tended to show that the lines on which Dan Hatcher had put them together were not very far from the right thing; this season she has again mounted to the pride of place and asserted her right to be placed amongst the first rate cutters, though it must be confessed her chief victories were achieved against vessels more of her own size such as Phryne, Vindex and Sphinx, than the giantesses we now include in this class. Her first winning sail was in her favourite water at Harwich, where in paltry weather she just saved her time off the Phryne and Sphinx, a result more owing to these two vessels humbugging and hindering each other the whole day than to her own speed. She was nowhere in the match of the New Thames club, where the Fiona fell a victim to the Sphinx and Phryne with the aid of old Chronos, and the match at Plymouth was mere drifting work. At Havre however she had a fine sailing breeze, and won easily, but the details of the race are very meagre, and as the Phantom was second and Fiona nowhere, there arises a certain flavour of flat-fish about the performance when considered by men who really understand what yacht racing is, and what chance these vessels would have had with the Scotch beauty in an open sea course if all things had gone fairly and straight. The proof of the pudding is however in the eating, and very substantial pudding Mr. Gordon has obtained since he launched the little lady who

* Continued from page 29.

has already netted him £945, and added greatly to Dan Hatcher's fame as a builder, and if she had been just under instead of just over 40 tons, as his new ship the Muriel is about to be, she would have made a clean sweep of the second class prizes throughout the coast, as it is plain neither Phantom, or Thought, nor, taking a line through them, Glance, Kilmeny, and Xema would have any chance in tackling her.

The Fiona has fallen to third place on the list after heading it in 1866 and 1867, and being second to Niobe in 1865, but owes this descent chiefly to her old trick of carrying away spars, and especially topmasts; her "butcher's bill" for which unfortunate class of sticks must be now past counting; this habit has cost her many a race, and was certainly fatal to her chance of saving her time on the Oimara, on the first Regatta day in the Clyde, while it also lost her a very fair position in the Town Cup at Ryde, when she was sailing splendidly, and it took the Egeria all she knew to get by her even after the accident occurred.

The Fiona was horribly blanketed by the Condor in rounding the Muglins boat at Kingstown on the second day there, when she lost full five minutes, but with all that slipped from under the big one's lee and beat her handsomely all day; but in the rough sea and strong wind crossing to Cherbourg on the 18th of August was unable to save her time on the same cutter, while the crowning misfortune of carrying away her mast soon after starting on the return voyage to Ryde put a finishing touch to her destructive propensities, being about the last of her original crop of spars, which she had not expended. Against this expensive propensity Mr. Boucher may however set £1,812 won in four years, including 6 Queen's Cups, and Captain Thellusson's beautiful vase in the race from Ryde to Cherbourg, while she only missed another royal gift by a mistake in the course at Plymouth last year. Take her all in all I see no reason to alter the opinion expressed before "that she is the best racing cutter which has ever yet been built," and think that give her fair play and a course to suit her neither Oimara nor Condor can generally allow her time, or Vanguard, Christabel, Dione, or any of that lot take theirs off her. I trust next year may see Vanguard, Mosquito, and Volante again in commiseion, and such matches sailed as will settle the question I mooted in last months' number, viz; "whether the new lights are better than the old ones?"

We come fourthly to the Condor the only name which has not previously appeared in the list of principal winners, but from her performance this season she seems likely to carry the green flag with silver ball to the front many times hereafter. This vessel was built in 1866 for Mr. William

Houldsworth, a name well known in yachting circles, by Messrs. Steele of Greenock, and like the Oimara and Sphinx is on the composite principle of iron frames with timber planking, thereby securing the advantages of great strength and roominess at a minimum tonnage, while at the same time avoiding many of the discomforts which attach to iron vessels when kept for pleasure, the chief of which is the necessity for constantly placing them ashore to clean their bottoms, a defect for which no remedy has as yet been discovered in spite of the researches of our chemists and scientific men, and which if hit upon would prove indeed a fortune to the lucky discoverer. The Condor when built was considered unique for size amongst the single masted vessels, but such is the rapid march of intellect in these days that already one superior and one of equal size have appeared, and counting schooners and steamers she will soon, if the present advance goes on, be considered but a pigmy amongst Pleasure vessels. When first launched she was considered to be a tender vessel, and some improvements were introduced in the lines of the Oimara, which followed the next year from the hands of the same builders, to obviate this imperfection, but from the way the Condor stood up to her canvas this year the reproach appears to have been unfounded: or at least cured, while she is a very handsome vessel to look at, and her cabins remarkably commodiously fitted up.

Mr. Houldsworth did not race, or indeed keep her long, but at the end of 1866 transferred her to her present owner, William Ewing, Esq., and she made her debut on the 4th of July 1867 in the Channel Race of the Royal Thames Yacht Club from the Nore to Havre, in which she appears to have made very good sailing against such a formidable customer as the Alarm, but eventually was beaten a long way by that vessel, and the Julia yawl, previously the property of Mr. Houldsworth's Uncle, also came in before her. She next tried her luck for the Royal Victoria cutter prize on the 13th of August, when she encountered the new Oimara then sailing her maiden race, and the Fiona, and after a hard struggle split the pair, the gallant little ship last named however proving the victress on time allowance, Scotland having the honour of being thus placed 1st. 2nd. and 3rd.

The next day was very light, and the Aline and Volante chopped their opponents from the post for the Marquis of Exeter's and Mr. Broadwood's handsome gifts, the latter having however to yield the prize, though not the honour of the day to the lucky Fiona in consequence of having gone the wrong side of the Noman buoy.

The Condor was disabled in the race to Plymouth, and did not again fly her racing flag until the 3rd of June '68, when she started in the

race of the Royal Thames Club to Dover, and placed the 100 sovereigns to her credit in gallant style, beating such craft as the *Gloriana*, *Cambria*, *Arrow*, and *Menai*, in a manner which showed her to be among the coming vessels of the season. It would be quite too long and tedious a task to go through all her races, suffice it to say, that in Dublin Bay where she sailed twice, and had a fine reaching breeze and smooth water she did not appear to stand any chance with the *Oimara*, nor indeed to be able to beat the *Fiona*, to whom she was a sad thorn in the flesh, especially on the second day, when these two sailed side by side and blanketed each other in a way which deprived either of any chance of overhauling the Scotch giantess, who led from start to finish and won by as many lengths as Tim Walker pleased.

The *Condor* was expected to have made one in the race on the 18th of July for the Flag officers Challenge cup round the Rockabill course, and as the day turned out would have had an admirable chance, but being engaged in the match at Havre on the 27th she started for that port, but does not appear to have arrived in time. She turned the tables on the *Oimara* in the south of England the next month, beating her on time for the Tradesman's Cup at Cowes, and in the Anglo-American race, but I do not myself think this to be their proper form, and in a strong run race with some sea on would bet my best hat on the former, while in light weather and over a usual regatta course I would do the same on *Fiona* against both the large ones, although I have often observed how smaller vessels go at first with others much above them in size and power, and then all at once seem to tire and eventually be beaten a long way. They run game but stride tells, and the big ones run the longest.

As measurements are interesting to some yachtsmen I have procured those of the *Oimara* and *Condor*, and give them at the end of this chapter for comparison with those of the *Arrow*, and others previously inserted. Time and space now warn me to be brief, and luckily the next two on the list are again old stagers, one also representing the composite build, the other the good old wooden walls, and both when sailing against antagonists of their own size and power would give a fair account of any craft afloat, but cannot be expected, especially in open water, to sail against such vessels of 165 and 130 tons, or to rank at two and-a-half times their actual tonnage, against such schooners as *Aline*, *Cambria*, *Egeria*, or *Gloriana*, and in fact if yacht racing is to be kept up, we must have an entirely new classification and arrangement, giving up the usual programme of offering separate prizes for cutters and schooners, but throwing all vessels, however rigged, together into classes

according to size and power, and if necessary making allowance in these for inferiority of rig: The impost put on cutters in the Solent last year was no doubt too high, but against schooners they could bear having their tonnage doubled, or that of the schooners halved, which I think a better plan, while yawls might be placed midway at $1\frac{1}{2}$ times, their real rate; and by this means we should have such schooners as Alarm, Aline, Cambria, Egeria, contending in the first class with Lufra, Omara, Condor, Sea-bird, Menai, Arrow, and Fiona, while in a second class, viz., under 70 tons we should find Phryne, Vanguard, Sphinx, Christabel, Dione, Pantomime, Gloriana, and some of the new Scotch schooners, and in a third class, viz., under 40 tons, Xema, Kilmeny, Muriel, Glance, Madcap, Persia, Fleur-de-lis: thus greatly increasing the number of entries and the interest to spectators, and giving an opportunity of experiments being made both by our own yachtsmen and foreigners, into what is really the best, most convenient, and fastest method of equipping yachts, instead of jogging along in the old beaten track.

Here tho' rather foreign to the subject, I will just add a suggestion to owners of large vessels, which appears to me both feasible, and a great improvement on the present system, viz., to have them steered by a wheel forward, with ropes running round the bulwarks, as is now universally done in steamers, and thus obviate the nuisance of a tiller taking up the whole deck, and still more of a seaman standing aft, just over the ladies' cabin, and where the party on board are collected, overhearing and probably repeating every word which is said. Of course there should be another ornamental wheel aft, to be used on occasions, of a heavy head sea, &c., or if the owner wished himself to steer, but it could generally be used as a purchase to get in the main-sheet, without calling so many hands aft. This plan would tend to keep the captain forward in his proper place, and near his own berth, and enable him at night to keep a better surveillance over the steering.

To turn now for a few minutes to the second and third class winners, viz., those not exceeding 40 and 20 tons respectively, and here we are at once struck with the complete decline of racing of this kind, and especially of the second class about the London river, formerly its great nursery and indeed over the whole of the south and east coasts of England. What contests could have been more interesting to a true lover of the sport than those which used to take place between Mystery, Blue Bell, Iro, Daring, Gulnare, &c., and more lately between Phantom and Thought, but the glory has departed, and of late years the entry has never even filled. Luckily the taste for such craft has not left the Irish

and Scotch ports, and we have lately had there splendid matches between Glance, Xema, Kilmeny, Secret, Maria, Echo, Torpid, and Amberwitch, sailing as a cutter of 36 tons, and now that the Muriel and Fife's new clippers are coming out may hope for many more. These are the craft to make amateur yachtsmen and helmsmen, and not the larger ones, and it was on board of such or even smaller, that Messrs. Pascoe French, David Finlay, H. O. Bryen, G. B. Thompson, T. Groves, and William Neligan, men who are equal to any of the crack professionals both at the tiller and in handling their vessels in a race, learnt their lore, and if the Royal Thames and London Clubs would assimilate the tonnage of their 35 ton class, to that used on the west coast, viz., 40 tons, they would greatly help to stimulate the building and sailing of such craft amongst men who cannot go in for such a vessel as is now necessary to win in the first class, or indeed in what must soon be the second.

In looking over the names of the smaller winners, we are met almost entirely by old favorites, and some of them as Phantom, built in 1841, and brought to her present shape in 1856, and the Vampire launched in 1851, and also lengthened in 1856, come to my aid in the theory I have ventured to propound as to new and old vessels, and no doubt are quite the best vessels of their own tonnage yet built. The Phantom has been always spoken of with the Thought, and for a long time these two vessels were supposed to be about equal in speed, erroneously however, as up to 1866 Phantom had won 18 to 9 out of 30 contests in which both were engaged, and since then (both having changed owners) the superiority has been still more marked, Phantom having beaten her five times, in fact every time they have met, and is no doubt a match for any 30 tonner afloat, the only one likely to touch her being the Kilmeny, who would probably beat her in rough water and a dead turn to windward, but taking a line through the Vampire, would be no match for her on a river or smooth regatta course.

The Vampire came to Ireland with a great reputation, which she has well sustained, winning 8 times out of 13 starts, many of which were against vessels of much greater tonnage, and contriving to secure the Corinthian Cup of the Prince Alfred Club, from such antagonists as the Xema and Kilmeny. The two latter vessels as well as Luna and Torch were all constructed at the same time, 1864, by the same builder, and alongside of each other, do bear a great family resemblance, while they do infinite credit to Will Fife, who followed them up in 1865 with the Fiona, all being much on the same plan, viz., great length in proportion to their beam, and having fine ends, but with as long a floor as possible.

The Xema and Kilmeny have been great rivals throughout the year,

beginning with the first race of the Prince Alfred Yacht Club on Whit Monday, when they were first and second, the Xema in the rough water and strong breeze fairly out-carrying her smaller sister, which she was bound to do, having exactly equal length, 55 feet, for tonnage, but one foot more beam, and being more built upon, looking altogether much the larger vessel of the two, tho' there is really but 4 tons between them. They met each other in 13 races, in which if my memory serves me, Xema won at the Mersey second day, St. George's second day, Prince Alfred, second class, and at Dunmore and Bangor; and Kilmeny on the Mersey first day, Royal Northern first day, St. George's first day, and Prince Alfred first class, while at Cork, Royal Northern second day, the Clyde and Prince Alfred Corinthian match, they were both worsted by the Avalanche, Maria, and Vampire, respectively.

It was always however, and probably will continue to be a very near thing between them, but in strong winds or very light weather, Xema seemed to have the best of it, the latter occasions being partly attributable to her new mainsail, while in moderate weather the Kilmeny usually won, Bangor being however an exception to this theory as there on a stormy day, and with rough water Kilmeny was leading well, when her bowsprit going close to the gammon iron put her at once out of court. I trust the pair will be fitted out next season, when they will meet not only their old opponents Torpid, Glance, Echo, and Amberwitch, but also the new cutters now building for Messrs. Bridson and Keogh, by Dan Hatcher and Will Fife, and which being nearly identical in dimensions will afford an extremely good test of the merits of two builders, who are certainly at the top of the present ladder so far as racing cutters are concerned.

The Muriel, as King Dan's crack is to be called, is to be of the composite order, and is described as extremely handsome, something between the Niobe and Glance, with more power than the latter and finer than the former, her dimensions are to be 60ft. long on deck, 12ft. 7in. beam—39½ tons, and to draw 9ft. 6in. aft and 7ft. forward. The Scotch lassie is also said to be extremely bonny, being all of wood and exactly of the same dimensions, but drawing nearly one foot more water aft, thus giving her more drag and rather more displacement; both are planked up and will be ready for the early matches, but the Muriel will make her *début* on the Thames, and the other in Dublin Bay, on which water they are likely to meet first in one of the Prince Alfred matches, about July, where they will not only find tough opponents in each other but also in the others already named, not forgetting the veteran Vampire and new Lizzie, which in light weather

will give them as much as they can do to clear the 12 minutes 6 seconds, due for extra tonnage. The latter craft is Dan Hatcher's latest production and was new last season, when though she met more than her match in the old Vampire with her veteran skipper Harry Truckle at her tiller, she sailed remarkably well, and but for an unfortunate mistake in having her ballast above instead of under the cabin floor would have wound up the season gloriously, by taking the Royal Welsh cup from the Phosphorus, and the Isle of Man Challenge cup from the Xema. There is no doubt that next year when her captain and crew know her better and some improvements are made she will prove still faster, and give the Vampire trouble, while the pair will I fear make an example of all the other third class boats on the Irish coast, unless indeed the Mamie shows that the race she won from the latter at Cork was no fluke, or some new light appears from the stocks of the cunning man of Fairlie, who has lately devoted his attention more to 15-tonners and with great success, *vide* Torch, Rival, &c., but in this class the extra 5 tons tells terribly in size and power, and neither the two already named, or Glide, or Satanella will have much chance with their larger sisters.

A sad pity it would be however, to discourage vessels of this class, and no true lover of yacht racing who saw the fleet of little beauties spread their white wings when the gun fired at the regattas of the Royal Northern or Royal St. George's Yacht Clubs, can doubt that they are the craft to form yachtsmen and helmsmen, and we trust some new competitors may ere long arise to win fresh laurels for the Clyde, the great nursery of such craft.

Having now gone through the winning cutters I will now, Mr. Editor, close my locker and cut the thread of my yarn, hoping with your permission in a future number to say a little about the two fastest vessels of the season as well as to hazard some remarks on the prospects of the season now so rapidly arising before us and on other topics interesting to yachtsmen.

Yours, &c.,

RED, WITH WHITE MALTESE CROSS.

Oimara, 165 tons,—length on deck (fore part of stem to after part of stern-post) 96ft., beam 20ft., draft aft 18ft. 6in., forward 9ft. 0in., mast (deck to hounds) 60ft., boom 69ft., gaff 48ft., bowsprit (outboard) 46ft., topmast (fid to sheave) 46ft., ballast 55 tons of lead, including 8 tons on keel, and about 40 tons of iron.

Condor, 130 tons,—length on deck (fore part of stem to after part of stern-post) 86ft. 9in., beam 19ft. 2in., draft aft 18ft. 4in., forward

10ft. Oin, mast (deck to hounds) 58ft., boom 65ft., gaff 45ft., bowsprit (outboard) 42ft., topmast (fid to sheave) 43ft., ballast 80 tons of lead, including $8\frac{1}{2}$ tons on keel, and about 50 tons of iron.

LEAVES FROM THE LOTUS.*

"O miser chi tra l'onde trova fuora
Si lunga notte, assai lontan dal lito;
E'l cammin rompe della cieca prora
Il vento, e freme il mar un fer mugito;
Con molti prieghi, e voti l'Aurora
Chiamata, sta col suo vecchio marito:
Numera tristo, e disioso guarda
I passi lenti della notte tarda."

L'AMBRA, DI LORENZO DE MEDICI.

THE "Little Western" started punctually in the morning, and soon steamed round the rugged cliffs of Cornwall towards Scilly. We passed in turn *Mousehole*, where fishing luggers lay snug in a nook behind the reef, up which dashed a gently murmuring sea, and from which skimmed off a shag, or two, that had been airing their wings in the sun—then the huge round cave in the cliff just south of it, which they say gave the village its, in this case, somewhat facetious, name—next, point after point, of granite ribbed coast, that rose in bleak Tors and ridges behind,—a picture of rude desolation, rendered, if anything, more striking, by a solitary pedestrian we saw picking his way through the boulders and furze towards the *Logan Stone*, on the steep hill side by the sea. Then we shot past the Runnelstone buoy, and Guethenbras Point behind it, opening out the Longships Lighthouse, and Landsend, with the "First and Last" Inn in the land perched on the top of the hill; and sped across the submerged plains of Lionesse. *The Wolf*, whose roar in a stormy sea, is more appalling than any that ever echoed through the quondam woods beneath, soon lay to port; and then scattered rocks of Scilly began to loom moderately high, on the horizon ahead.

A weather beaten pilot, returning from a cruise to Southampton, now reared himself on his elbow, by the pile of empty potatoe baskets abaft the foremast, to assure himself of the fact; and then relapsed into his former lounging position: and the smart young mate of an Indiaman, returning on leave to his home, eyed the gradually approaching islets fondly from the bows, impatient to be there.

* Continued from page 9.

Onward we steamed for Crow Bar, the white and red hay stack chapel, "Day Mark" on St. Martin's, 220 feet in air, Nour, Ganilly, and the outlying rocks to starboard, and the excitement increasing in our little craft with every turn of the screw, as we hissed through the blue waves towards our goal. The very cook bundled up the hatchway, kettle in hand, and craned at the rocks and the beacons on shore. "We shan't have water over the bar," said the young Indiaman anxiously, "and I want to catch a boat and get home to night if I can." "Stop her! turn astarn!" shouted our captain, and the engines being reversed with a splutter, we backed out of Crow Sound, and making a graceful pirouette, screwed past St. Mary's; when putting the helm a port, we ran between it and the rocks, beacons, and lighthouse,—topped St. Agnes; and rounded to, after a five hours' voyage, in the bay at the north-west corner of the island, where all the population of St. Mary's was turned out in a row on the quay to stare at, and canvas us! "There's only two of 'em, beside Tom Tiller!" I heard one mutter to another,—alluding to the passengers on board. "And one of them's Billy Bowline of Tresco!" was the reply. "Well I ni-ver" said a third, in the sing-song tone common to the natives of the West, and those of the *Mandrascio* quarter, Naples.

We now mounted the pier, where these, and others of his acquaintance, began persecuting poor Billy, with an inquisitive solicitude, he then could well have dispensed with: whilst I, under guidance of a melancholy Scillonian, traversed it, and the street beyond, where turning to the left for some distance along another facing the harbour, I entered his dwelling, and ordering refreshment by my return, set forth for a stroll round the island. Following the path from the end of the street, I reached Burra Hill; whence I got a fine view of the Isles. Between me and the point opposite, on which were "Star Castle" and the garrison, founded in 1593, lay Porcraza Bay; a pilot cutter moored under the lee, and the gulls, riding in flocks on its bosom, dotting its blue waters with flecks of snowy white.

Within the surrounding walls of the furze grown peninsula, forming the other side of the bay, mine host, whom, on turning, I saw peeping at me from over a wall, told me, the proprietor had turned out some deer. Leftward of the point lay Gugh, St. Agnes, Annétt, &c., in the sea, with the Bishop Rock lighthouse, six miles distant behind them: rightward of these came the Minaltos, Mincarlo, Maiden Bower, Samson, Castle Bryher, Scilly, Bryher, Trescow, St. Helen's, Tean, and the 140 and more rocks and islets, forming this Western Archipelago; the one hiding the other, several grouped together, looking occasionally

like one and the whole, extending from the westward, in rugged, craggy hills, bluffs, and pinnacles, none over 200 feet above the sea level, in a sweep to St. Martin's in the N.E. Between the islands lay the road and the harbours of Grimsby, St. Helen's, and St. Mary's, a broad sheet of irregular shaped water, with three wrecks stranded on its margin. It was a pretty sight, this blue ocean lake, with its white sands glittering, ridges of rugged black rocks surrounding it, and the round red sun sinking in the western haze behind.

How delightful it was to feel the sea breeze fanning one's cheek ; to hear it rustling among the dry grass ; to inhale the pure air, free from the smoke and dust of civilization ; and to sniff the fragrance of the green furze blooming yellow around ! There was a freedom and wild stillness in the spot, broken only by the sound of the dashing sea, and by my unromantic host, who hurried me away to see the seven and forty feet, by twelve, of flat granite, called "the Pulpit Rock," projecting into the air at an angle of 40° from the cliff side, and the blue waves foaming under it, a hundred feet below. Next he pointed out the entrance to "little Piper's Hole," famed for its spring of pure water within, and then conducted me to *the Lion* of St. Mary's—"The Kettles and Pans !"

These are two deep oval basins, worn in the large granite boulders lying on the hill side near Peninnis Head. The upper one, six feet, by four, in diameter, and three feet in depth, communicates by a lipped groove with the lower, which is somewhat the larger of the two. Both were then half full of discoloured water, and reminded me of the holes one sees by the sea shore, where pebbles, having at some time or other settled in a hollow, have worked themselves down in the rock, been joined by others, and eventually with the sand whirled about by the sea, have scoured out deep pits, greatly resembling those, so-called, "Druidical Basins."

While explaining this similarity to my dull companion, whose echoless voice, when he spoke, seemed pumped from a tomb, I stooped to the flat surface, there denuded of its coating of coarse turf, and moistened by the recent rain, and brushing away with my hand the disintegrated hail stone like crystals of granite, made a charming little pan, which may some day perhaps develope itself into an orthodox basin ! What a wild place the Scillys looked, with the waves rolling against, and encircling them with fringes of foam ! What a harbour for wrecks they were ! A perfect altar to Neptune ! And wrecks too, it is said, used to be once earnestly prayed for at night by the Scillonians, and to gladden their hearts in the day ! It is even maliciously told

how, when during a Sunday's sermon, news came of a wreck drifting towards the shore, and the congregation growing restless were leaving; the pastor, shuffling from his pulpit the while, besought them to hear "One word more before they parted," and with outstretched hands hurried towards the door. "Just one word more!" shouted he, his excited looks, and imploring accents, rivetting them to the spot, where they stood, still wavering 'twixt salvage and salvation—"Just one word more!" Then shuffling off his sacred coil, which fell flat upon the floor and standing free in the porch, he dismissed them with the injunction, saying, "Let us all start fair!" and headed the scamper of wreckers that ensued, to the scene of the coming disaster! Every one recollects how Sir Cloudesley Shovell was wrecked on the Gilstone, about half-a-mile E. of Peninnis, on the 22nd October, 1707; when the *Association*, *Eagle*, *Romney*, *Firebrand*, and 2,000 men were lost: but a stranger, and in some respects even more thrilling wreck, took place at Porthellick, half-a-mile E. of that, some years ago.

The *Nerina*, 114 tons, of Dunquerque, laden with canvas and oil, while lying to in a gale of wind, under close reefed main-topsail, and balanced-reefed mainsail, about ten leagues S.W. of Scilly, capsized at seven p.m., on November 16th, 1840, and turned bottom up. Of the three men in the fore-castle at the time, one was instantly drowned; but the fore-castle bulkhead having started, and the cargo fallen on deck with the shock, the other two hauled themselves up by the windlass bits, and crawled aft under the keelson to the cabin; where the captain, mate, and boy, having wrenched open, and cleared out a lazarette in the floor, and crept in, they joined them. Here the water reached to their waists, and one at a time only of the five could get relief from his cramped, and doubled up position, by extending himself along the casks under the keelson. Cooped up here for *three days and three nights*, the one being distinguished from the other, by the dull light reflected upwards through the cabin skylight, they were tossed about on the ocean, staying the cravings of their hunger, by munching the bark, they peeled from the cask hoops around them. Their temples throbbed, their brain ached, and the atmosphere was that of the Black Hole. The mate worked away manfully to cut a hole through above with his knife, which happily breaking, they escaped from being sunk to the bottom. Unknown to them, two pilot boats meanwhile took them in tow for an hour, and thus saved them from drifting to sea; and about midnight on the 18th, they struck ground, and after bumping twice or thrice heavily, so settled by the stern, that they had to huddle forward again for their lives, another being drowned in the attempt. After some hours more

of darkness and suspense, the tide fell ; and the captain descending to the cabin, and looking through a hole in the quarter, saw approaching across the rocks a man, whose hand being thrust in, he seized with as much terror to him, as delight to himself ; and other Scillonians then coming up the poor starving wretches were soon liberated from a situation, as horrible as Danté ever conceived.

With a sigh of regret at being unable to explore the rocks, islets, and coves, in my punt ; at not seeing the freshwater pools, rocking stones, chapels, abbey, and Great Piper's-hole ; and at being unable to assure myself whether there were vestiges of tin works or not about, and whether "*Giant's Castle*" was the ruin of a Phœnician stronghold or no, (the charges for boats being so preposterous,—two guineas for the evening being asked for one with four rowers, that I determined to return to my own in the morning, and well rate Palinurus for deceiving me)—I turned towards *Hugh Town*, in company with my gloomy conductor.

Descending the hill towards the low isthmus, where stands the town, and which connects the larger portion of St. Mary's with the peninsula across the bay, I came to a snow white beach, the quartzose sand of which was pulverised finer than any I ever saw, and ran through my fingers in an instant. Here and there lay huddled together perfectly egg-shaped granite pebbles, with some of which, many of the gateposts of the cottages we passed were on either side adorned. On reaching my abode for the night, tea, ham, and eggs, all she could supply, were brought in by the landlady, who seated herself on a chair at my right ; and mine host following her, and seating himself opposite, the two subjected me to a cross-examination while I indulged in my frugal repast. "And where may you come from, Sir, when you're home ?" was the lady's first question, in the usual sing-song tone of the natives. "And what kind of place is that, Sir !" was her second, immediately on receiving a reply to the first. Then the husband taking his turn, asked me "What I might be, when at home ?" and on being told this, pursued his enquiries by saying, "that's a good thing I suppose ?" and so on, alternately, till their category was all but exhausted. Then they told of gentlemen who had lodged with them, of their peculiarities, and how they passed their time ; and entered into other confidences, relating to their own household tenure, and prospects ; all in a muffled and sepulchral tone, appalling to the ear. So that as soon as my meal was over, I strolled forth to smoke my pipe, hastily declining the attention of my landlord, who would fain have accompanied me. The night was as dark as pitch, and gas, it may well be conceived, had not yet been introduced into Scilly. After stumbling as far as the pier, and hearing

laughter proceeding from an inn near it on the right, I ventured in and calling for a sherry and lem : was ushered into the parlour, whence came the sound of revelry I had heard from without. It was a very small room, filled densely with tobacco smoke ; and the eight or nine people seated with their backs against the wall whiffing long pipes, could scarcely make room for another. Here I was subjected to a perfect volley of interrogations ; "Where did I come from ? What did I want ? and how long was I going to stay ?" "I never heard of a man coming to Scilly to spend a night before," said one. "He's after the schooner!" whispered another mysteriously, referring to one of the wrecks then for sale. And then I became the object of every man's scrutiny. Those who had come over as purchasers eyeing me, each according to the way in which he conceived I might affect his own personal interest ; and as is usual on such occasions, all ready to combine against the intruder.

The object of laughter was, I found, a Jewish pedlar, at whom every one seemed poking his fun. The Jew however took little notice of what they said, but called for a fresh glass and a screw, and puffed away manfully as ever. The great wit of the room appeared to be a brown faced fellow in a gold band, and gilt buttons, who, whenever he spouted broken Spanish at the Jew, brought down roars of applause from all round. The efforts of the others were but snipe shot compared with his grape : and the knowing wink, and nod of the head, with which he delivered each round, added to the intensity his gibberish excited, so true is it that : "*Tout ce qui est au dessus de la comprehension du vulgaire, est à ses yeux, ou sacré, ou profane ou abominable !*" Eh ? what's that ? I ventured to ask him, after a round of applause following one of his effusions : but no ! he would not repeat it. Cabbage was not good when subjected a second time to the influence of boiling water : and I could get nothing from him in reply. The old Jew now changed his tactics, and I fear my question, which was put merely for information-sake entirely broke up the harmony of the evening, for the gold banded jester sloped off. I followed his example, and casting my eye over my shoulder, as I stepped forth from the bar, I saw the Jew revelling in a perfect column of smoke, and his defeated antagonists floored all around him ! The outer door I found haunted by mine indefatigable host, who now trudged homeward with me ; where dreading a further ordeal from the pair, his wife following him into the room with the candles, I, wished them both a good night, and retired.

The voyage back in the morning was merely an inverse repetition of the former, except that we returned through Crow Sound. The deck

of the steamer was loaded with square baskets full of new potatoes, addressed to Covent Garden, Birmingham, and Manchester. Potatoes are produced at Scilly full six weeks earlier than at any other place in the kingdom, and have become the staple produce of the Islands. The farmers who, as one of them on board told me, used formerly to grow each his patch of corn, &c., and could scarcely keep body and soul together, now grow naught but potatoes, which they sell at fabulous prices, and grow as rich as old Croesus.

The baited pedlar of the previous night I found too on board returning to his home: his hands constantly fiddling in his pockets among ragged fringes, tawdry tassels, and other multifarious trash picked up in the Islands; and his pipe and tobacco pouch in constant request.

"I didn't know you Jews were such good sailors", said I, seeing he had his sea legs well on board.

"Look there" said the old fellow turning sharply, and pointing with the dirty finger he had just stopped his pipe with, to St. Michael's Mount standing out boldly at the centre of the Bay. "The Jews were good sailors thousands of years before you English were born, or thought of! Do you know what *Mara Zion* means? Well!" he continued, "when our ships, coming here with the Tyrians for tin to make brass for the Temple, were about where we are now, the man on the look-out shouted *Mara Zion!* that means: 'I see land,' and that's how the village at the foot of the hill yonder got its name."

This humble descendant of those very traders perhaps, visited Scilly at intervals of some months apart, with his brass bound, leather strapped box on his shoulder, and bargained with the boatman at St. Mary's to take him thence in the morning and bring him back again at night, to and from each of the inhabited islands in turn, till he visited them all. It was nearly low water when we reached Penzance, and Palinurus, whom I hailed, just managed to get me on board in the punt, ere the water left us dry on our legs, with an ocean of mud, dotted about with anchors and moorings all around. He then set to work to prepare a repast, throwing overboard from time to time offal from the fish caught during my absence. The sun was striking down fiercely on the harbour,—*es war eine Stille, das kein Lüftchen sich regte*—and spite of the discordant music and clamour of a Band of Hope, then parading the town in procession with its banners, a constant simmer seemed rising from the mud, which teemed with insect crustacean life. Air bubbled and puffed up through its dank surface, worms threw up their casts on it, shrimps settled in the mire as the water was absorbed about them, and crabs came scampering across the plain by hundreds towards the falling offal. Whether fish smell—

(for further particulars *vide* "*Land and Water*," *passim*)—or not? I won't venture to say; but that crabs do I'll be bound!

I often saw some gay young crustacean, out for a stroll across the mud, his green back shining in the sun, stop suddenly, whiff the breeze, turn, reflect for a moment as if savouring the fume, and then dash off to the feed, as actively as ever did the Scilly parson, we spoke of erewhile to the wreck. How the congregated crowd did tussel at the garbage to be sure, and scramble for every windfall as it fell! I leant over the rail gazing at them by the hour;—so long indeed, that at length it seemed to me the simmering I heard was their oaths, shrieks, and execrations, while wrangling for the spoil; and imagining a *metempsychosis* had taken place, I identified them with the various worthies of some borough town. I could see there mighty mayors, and pompous aldermen, scheming bankers, and curious contractors, political parsons, and leaguring lawyers, dirty doctors and drinking duns, spinster daughters and busy mammas, all working away at their own selfish ends. There was the knowing business-like crab, with a grip like a badger, who sidled up to the garbage, eat himself gradually in, and regardless of everything else, sucked heartily away, surrounded by a bevy of constant hangers on.

There was the knowing crab, who wriggled in here, there, and everywhere; setting all the rest by the ears, diverting their attention from himself, and taking his fill, while they poor things! were at loggerheads around. Then there was the impudent crab, who came with a bounce, bolt upon the others shoulders, and picked up his filchings from their very jaws!

There was the bashful crab, who hovered about on the outskirts, making a dash here and there, whenever he saw an opening. There was the modest crab, who retired from the scene, when he'd had enough; and the noble crab, who though in sad plight, held aloof from the rabble wrangling o'er the spoil—unable to dig, and to beg quite ashamed! There were insolent and spiteful crabs, who though they were ever and anon driven forth screaming, yet sighed for the flesh pots of Egypt, and returned whining into favour again; and there were bullying crabs, who hunted in packs, and seemed never so delighted as when scouring after some poor little fellow, making off with what they deemed daintier food than his due. They'd pounce on him, and make him disgorge, but when having done this, they'd be fighting for the ravished spoil, alas! some fresh crab would come, and steal quietly off with the prize. At this they'd join in hunting down some other defenceless little creature bundle him into a puddle, and half murder him; and then hurry back to the feast, their distended claws clacking spitefully in air, and their poor little victim crawling slowly and sadly from the mire, and with difficulty

hobbling away ! Palinurus having borrowed Captain Chalk's boat for the night went a fishing, and I having turned in fell asleep, dreaming of Solomon and Sheba, the Temple and Tyre, Romans and Carthagenians, and King Arthur, and the submerged realm of fair *Lionesse*.

H. N. P. W.

(To be continued.)

MEASUREMENT OF YACHTS.

SOME little amount of surprise has been frequently manifested by those who write on the subject of Regattas and Racing yachts, in the pages of the *Yachting Magazine*, at the Arrow cutter racing as a vessel of 94 tons only R. T. Y. C. measurement, not knowing her correct dimensions, I did not share in that feeling; but as you have now, in the January number given those dimensions to the yachting world, I must say, that my astonishment is great indeed, for if the length of the Arrow, from the fore side of the stem to aft side of stern-post be 75ft. 4in, with a breadth extreme of 18ft. 7in. then, there can be no doubt that by Thames measurement her tonnage is — 104½ I have tested the correctness of these last figures, both by calculation, and by the ordinary tables of tonnage which might be so useful to Regatta Committee men, and I find that there is no mistake about them, the Arrow therefore should always have raced, on Thames measurement as a vessel of 105 tons.

Then there is the Vanguard, racing always I believe, as a 60 tonner, at all events those are the figures on the "correct cards," whereas by the dimensions given of her in vol. xvii. p. 85 of the *Yachting Magazine* she is a vessel of 64½, and of course should be called of 65 tons.

What is the meaning of this? is it a new species of tonnage cheating, or have some builders, or custom house officials, been induced to provide false registers, or have as I hope to find, your correspondents been misinformed as to the dimensions, anyhow I think I may be excused for venturing to point out these extraordinary discrepancies to the owners of racing yachts, and if these lines should meet the eyes of the gentlemen who own the cutters Oimara, Condor, Fiona, Sphinx, Phryne and Volante, I hope they will never rest satisfied until the real truth is ascertained, and the opprobrium if any, fixed in the right quarter; we all know what a dirty piece of iniquity, concealing the age of a race horse is considered to be, and according to my notions, making a false statement as to a yacht's tonnage is almost as bad; whether any one has done so or not, remains to be shown.

Writing on dimensions and tonnages of yachts, reminds me of a subject, on which I have been long anxious to provoke some discussion. In perusing your xvi. volume, p. 109, I was not a little staggered at finding your able correspondent "Red with White Maltese Cross" giving utterance to a dogma, that I imagine few indeed will be found to unite with him in upholding. He says, the *Selene* (278 tons) is almost too big and ship like for a yacht, and especially for racing, but," &c., &c. Now I should like to know what limits there are to the size of a yacht: what is a yacht? An agreeable writer in your pages, vol. 2, page 116, delivers himself thus, on the subject. "Yachting is a word of very general import, a yacht may be anything, from a boat of ten feet keel to a ship of 500 or 5,000 tons, if ships so large shall ever be built, as seems not improbable," in this I fully agree with him, and feel perfectly confident that ninety-nine out of every hundred seafaring men will endorse his ideas on the subject.

Why should not a man have a yacht as big as the *Great Eastern* if he can afford it, and she answered his purpose, such a man would probably be an ocean rover in the widest acceptation of the term, he would possess rather more expanded notions on navigation, geography, astronomy, and seamanship in general, than can be gained by eternally channel groping, he might if he choose, enjoy the most glorious tropical voyages every winter, timing his arrival at home with all but certainty to a day or hour. In the Mediterranean, he could see fresh places of delightful interest every week, whilst only a day, or day and half of easy steaming would take him from one port to another. Only on long voyages, as to Australia, India, or the Pacific, would coaling be required on a five or six month's trip, and I cannot conceive any other style of yachting, to compare in the smallest degree, to that which would be obtained by roving all over the planet for five or six months every year in an immense steam ship. For intellectual enjoyment, and healthy excitement, it would throw every other species of aquatic employment utterly into the shade; and there are men who might do this, but I will only name one. According to the public prints, we hear that the late Baron James Rothschild left about £45,000,000 and £20,000,000, or 500,000,000 francs to his eldest son. Now supposing the interest on his capital to be $4\frac{1}{2}$ per cent., that will give an income of £900,000 per annum, and if he should take to yachting, and only spend one-sixth his annual receipt on it, what a magnificent ship he might have, and two or three tenders to boot. Would I ask any man to get up, and seriously tell Baron Rothschild that his ship was not a yacht, or that yachting was only done in 250 tonners and under? And

yet I learn from your pages, that there are such men, who not only entertain these contracted notions, but actually parade their vulgarity and illiberal ideas ; a fine specimen of this will be found in vol. vii., page 22. The writer says—"I looked down from the pier at Ramsgate on the beautiful *Bacchante*, I could not from my position criticize her lines, but she appeared to me as I stood above her, the *perfection of a yachtman's home*, what more *could* her owner want?" What more indeed ! Why the Himalaya, or the city of Paris, to be sure, if he had cash and brains, and let the *Bacchante* bring off to Spithead fresh meat and vegetables for the ship's company.

Let us look back thirty or thirty-five years, when Lord Yarborough flourished as Commodore of the Squadron, many of us will recollect his small, but full rigged and (then) frigate built ship, the *Falcon*, I myself have a vivid recollection of her, besides possessing her dimensions, &c., the last I saw of her was at Madeira, in January, 1838, she was then on her way to China, having been purchased by Captain Clifton for an opium clipper, and the commodore had subsided into the *Kestrel* ketch. Well does any yachting or naval man, who recollects Lord Yarborough, believe, that had his Lordship's means permitted it, he would have confined himself to such an imitation of a frigate as the little *Falcon*. I feel sure, that if he could, he would have possessed himself of a *Flying Fifty*, not a fifty tonner, but a dashing fifty gun frigate *certainly* a *Vernon* or a *Phaeton*, (the screw propeller at that period was not introduced) and then with what glorious and justifiable pride he might have gazed around him from his own fine quarter-deck, he would probably have surveyed with infinite satisfaction, the purity of his white decks, with their jet black parallel seams, the twenty-two heavy medium thirty-two pounders which would have been mounted on his quarter-deck and fore-castle, polished like varnished leather, and likely enough surmounted by dazzling brass aprons over the gun locks, his tastefully painted bulwarks, with the spotless white hammock cloths crowning the defences of the gallant frigate from knightheads to taffrail, his eye might have wandered from the ponderous mainmast to the loftier space tapering away, through topmast, top gallant mast, royal, and skysail poles, until they fined away into the delicate stick, to which was hoisted the noble insignia of his rank, and then might he not say to himself, "I am monarch of this floating kingdom, my will is law, I say but the word, and those sails are spread, and the ship moves to wherever I command ; but one shrill whistle and sonorous cry, and five hundred men will come swarming up those hatchways eager to obey my behests;" and whilst the noble commodore is in this train of thought, let us imagine the admirer

of the Bacchante, or some other man with a mind intent on minnows ranging up alongside him ; with a " very fine ship my Lord ; but then you know, she isn't a yacht, neither is your pastime yachting. *That* is all done in little cutters and modern size schooners, and means groping about the melancholy ocean contiguous to these islands attending regattes and so forth, with now and then an ocean match!" in sight of land all the way, or nearly so. I can fancy the smile of pity, which would have illuminated those handsome features, as he turned on his heel deigning no reply, nor giving a second thought to his narrow-minded interlocutor.

Yes, Mr. Editor Lord Yarborough would have hoisted his broad pendant in a fine frigate, I feel convinced, had his fortune permitted it ; and he would have done everything man of war fashion too, what better style indeed could he adopt.

Hear now the late N. P. Willis after a six month's cruise in a fifty gun frigate. " There is a pomp and circumstance about a man of war which is exceedingly fascinating. Her imposing structure and appearance ; the manly and deferential etiquette ; the warlike appointment, and impressive order on her decks ; the ready and gallantly manned boat ; the stirring music of the band, and the honour and attention with which her officers are received in every port, conspire in keeping awake an excitement, a kind of chivalrous elation, which it seems to me would almost make a hero of a man of straw. From the hoarse ' Seven bells, Sir ! ' with which you are turned out of your hammock in the morning, to the blast of the bugle, and the report of the evening gun, it is one succession of elevating sights and sounds, without any of that approach to the ridiculous which accompanies the sublime, or impressive on shore."

Again, the " Roving Englishman," (*Household Words*), in his sensible chapter on yachting, says, " One of the pleasantest things I know of, is a cruise in a well appointed man of war, with a captain popular among his crew, is the paradise of the waters, its perfect and scrupulous cleanliness, the good order that reigns always, the gaiety, roominess, excellent cheer and jolly companions, are enough to make a sailor of the veriest land lubber that was ever nailed to a deck."

Now both these authors were landmen ; but, I can testify from my own experience, to the truth of their very apposite remarks, as I once served, for more than four years in a fine frigate, (for those days), with a very fair band on board, and cruising on a very delightful station, to wit the Pacific, no melancholy ocean that, with its sublime coast scenery of South America, and its delightful island groups, with their green outlandish and sometimes cannibal inhabitants ; and these remarks on life in

a man of war will apply exactly to life in a *very large yacht* conducted as near as may be in man of war style. Most assuredly the kind of life just attempted to be pourtrayed, is as "far as the poles asunder" from, life on board a ten tonner, and there are men I don't doubt, with minds so constituted, as to give the preference to the small craft, indeed such spirits appear to crop up very often in the pages of the *Yachting Magazine*, well, every man to his taste; but let us hark back to our sheeps, I shall be happy to hear any arguments that can be advanced against my dogma, viz., that there is no limit to the size of a yacht, upwards, and that she may be of any rig whatever, and with or without mechanical means of propulsion. That sense of comfort and security, which is inherent in our nature, will no doubt, always induce a man who commences yachting, to have one as large as he can afford, to say nothing of the superior speed, dignity, &c., of large vessels over small ones, and I maintain that if a man's means admit, there is not a shadow of a reason to prevent his having one of 10,000 tons, or double that size, or larger still, if it is calculated to do the work he wants. Such a yacht would have the usual warrant from the Admiralty, would hoist the flags of the clubs to which the owner belonged, and when cruising or making a passage, that individual would be yachting, and a yachtsman to all intents and purposes.

The largest yacht belonging to any private individual that has come under my notice, was the North Star steamer, 1,867 tons, and she belonged to Commodore Vanderbilt, of Erie railway notoriety. She had a captain, two mates, four quarter-masters, fourteen seamen, twenty-four engineers and firemen, and eighteen stewards and cabin servants. She visited Southampton a few years ago, and I believe, afterwards took a run up the Baltic. It is more than probable that Commodore Vanderbilt could keep a larger yacht than the North Star if he choose, as he is getting richer every year no doubt, and he is lately reported as having bagged about 4,000,000 dols. by some railway transactions.

The Ariadne, a frigate of 3,214 tons, and 800 nom., h.p., is at present doing duty as a yacht for the Prince of Wales.

The largest and fastest yacht in existence is the Mahrousé, belonging to the Pasha of Egypt. She is 3,141 tons, o.m., and at a mean draught of 15-ft. 1-in., her displacement is 3,135 tons. Length between perpendiculars 360-ft., over all 400-ft. Breadth 42-ft. Depth 29-ft. Nominal h.p. 800. Indicated on trial trip 6,400, or eight times the nominal speed at the measured mile in Stoke's Bay 18½ knots, with a pressure on the boilers of thirty pound to the square inch. She was built by Samuda, and engined by Penn. She cost £166,000,

probably without all the cabin fittings. The day may be distant ; but I think the time *will* come, when the annual presence of such a vessel, or vessels, as the *Mahroussée* at Cowes, will have ceased to be matter for astonishment, as sure as I find myself at that port every year, so certain am I made aware that the use of steam for yachts is steadily progressing.

It was with much pleasure that I found in the *Magazine* number for last June, the highly interesting and instructive letter of Mr. George Leach, his leading all his funnels up the mainmast was a capital idea, but certainly not a novelty, as I have a perfect recollection of seeing an auxiliary screw barque called the *Q.E.D.*, as long ago as 1848, in which an iron mizenmast did duty as funnel. With regard to schooners and brigs, &c., that only use canvas, the "Roving Englishman" remarks, "After all, I look upon a yacht now-a-days very much in the light of a travelling carriage; and unless a man is very, very rich, or a very determined and enthusiastic sailor, it is with all its advantages often a troublesome and expensive incumbrance. It is *such a slow* mode of travelling too ; and is so uncertain, that many a man who has gone gaily out to Lisbon, only to find important letters recalling him home, has been glad enough to leave his yacht to take care of itself, and to get back to England in a fourth of the time by a steamer ; indeed, you may easily have most of the advantages of a yacht without any of the bother of it ; you and your party taking in good time, the best cabins of a steamer, and as you will find it generally stops at all places of interest, you may stop where you like ; and either wait till the next of the line of packets makes its appearance, vary your journey by a little land travelling, or charter a boat to the next point, where steamers are more frequent. Depend upon one thing ; there is nothing like being independent as much as possible, and you will soon get heartily sick of any means of travelling to which you are absolutely tied." It is, I take it, a keen appreciation of these "*désagréments*," that has hitherto made so many owners of large schooners mere channel gropers. Fine vessels, fit to go all over the world, never passed the Lizard, or if they did weather that promontary, they ran up St. George's Channel, it could hardly have been the sort of weather that generally prevails in the Channel that kept them within its bounds ; but after all some such feeling might have existed, perhaps they shared the sentiments of Maryatt's quarter-master, who on getting into the usual S.W. drizzle of the Channel, after a three year's cruise in the West Indies, exclaimed energetically, "Ah, this is something like ! none of your blue skies here anyhow."

I have not entered into the subject of yacht racing, and have

yet to learn that racing men have ever put in any claim to monopolize for their vessels the name of yacht, or for themselves, that of yachtsmen.

ONE WHO HAS DOUBLED BOTH CAPES.

THE INTERNATIONAL ANGLO-AMERICAN CHALLENGE.

At this dull time of year we are thankful for anything that will create a sensation, and throughout our yachting career we don't remember any single circumstance whatever, that so engrossed the attention of yachting men, as the bold and chivalrous challenge of Mr. Ashbury, to our American cousins. Several gentlemen, from time to time, have *talked* of a race across the Atlantic, but none have been found to be possessed of sufficient energy to attempt it. We have in our pleasure navy many swift and noble craft, fully able to undertake such a cruise, and, therefore, the reason it never came off is inexplicable. However, as we have now one yacht owner pledged to visit New York, and try conclusions with our American friends, we shall watch carefully, and record the sayings and doings of all connected therewith. In furtherance of this resolution we insert the following :—

“Emboldened by a doubtful triumph over a so-called representative yacht of America, the owner of the victorious British craft has forwarded a challenge to the commodore of the New York Yacht Club, the sole object being to wrest the Cup which was carried away from England in 1851, and thereby claim the pennant of superiority which still belongs to this country. Although some objections will probably be taken to the terms of the challenge, it is nevertheless couched with unmistakable frankness, and must therefore arouse that fearless and worthy sentiment of pride which brooks no hesitation and evokes that courageous willingness which characterizes every staunch yachtsman, in whatever clime he boasts the name. That Englishmen should rejoice in the Sappho's defeat is natural, and not at all surprising; that the Sappho should not, under the circumstances, have competed at all is admitted by everyone, and that she well deserved her defeat is not regretted anywhere, at least, in the States. At all events, the injudicious contest has given courage to the Britishers, and to some extent has freed them from a nervousness of 16 years' standing. The glorious victory of the America in 1851 astonished them, and they have lain dormant until last season, when a fortunate chance strewed flowers of victory in their way. Immediately following upon the Cambria's recent victory round the Isle of Wight a

great cry was raised that English yachts were superior to those of this country; that their sailing qualities were perfect, their lines of construction better drawn, and, altogether, their form more symmetrical in all proportions. But the *Sappho* was taken as the criterion, and the inferences thus drawn were anything but favourable to that yacht, for, while her capability as a good sea boat must be freely acknowledged, there are other yachts in this country her superior. It was contended on the other side that the *America* was the only vessel that could have borne away the dearest prize of English yachtsmen. Her praises were vaunted with loud trumpets, and she was admitted to be the model yacht of the world.

"That the art of yacht building in England received a wholesome stimulus by the advent of the *America* is frankly admitted in the recent challenge. If such be the case surely yacht-builders in America all this time have not failed to profit by the additional experience of 16 or 17 years. The fact is there are yachts in some of our clubs to-day that are vastly the *America's* superior in every point, as the International race next year will prove to all incredulous persons who may chance to witness the display. The comments which followed the defeat of the *Sappho* were partial and unjust; but, after all, there is no reason to complain, for, if the circumstances had not occurred, the challenge from the *Cambria* to American yachtsmen would perhaps never have been issued, and we, therefore, must accept such comments for what they are worth. Again, let it be understood that the victory of the gallant *America* produced a universal timidity in English yachting minds; and, although frequent opportunities have since been offered to the English yachtsmen to win back their valued prize, it has never before been sought after, the fear of a second defeat deterring all aspirants from competing.

"Now, if, as stated, vast improvements have taken place in England in the construction of yachts—say within the last ten years, and, indeed, that may be taken for granted—it is also true that our yachts have at least reached an equal stage of perfection, so that there is little ground for affirming that the *America* was the best yacht that ever left this country, although we shall ever recall her triumphs with pride and satisfaction. But we nevertheless entertain the idea that swifter and more capable craft now ride in American waters. But American yachtsmen must not rest upon the laurels won in 1851, although the Cup won has always been open to competition since it was so triumphantly borne away from England. A challenge has been issued by the owner of one of the fastest of English clipper yachts, Mr.

James Ashbury, of the schooner *Cambria*. That gentlemen, in a communication to the Commodore of the New York Yacht Club, makes four propositions—viz., That the New York Yacht Club shall select a schooner, not more than 10 per cent. larger than the Thames measurement of the *Cambria*, as its antagonist for the contested races which are to follow; that next summer this schooner be sent across the Atlantic in time to take part in the races of the Royal Yacht Squadron and the Royal Victoria Club. These prizes, or cups, will be sailed for in the latter part of July or early in August, the course to be sailed over being in the first instance from Cowes Roads; and, in the second instance, from Ryde Roads round the Isle of Wight and in again. The prizes sailed for would include the Cup given annually by the Queen to the Royal Yacht Squadron, one by the town of Cowes, and a third by the town of Ryde, together with others by private yachtsmen. These prizes will be sailed for in the latter part of July next and early in August, and the course will be, as usual, round the Isle of Wight—the entire distance being about sixty miles.

“Mr. Ashbury, the owner of the *Cambria*, proposes that after these races are over there shall be an ocean race from Cowes to New York between his schooner *Cambria* and the schooner yacht which may be selected as the representative of the New York Yacht Club. The match is to be for a Cup; or service of silver, of the value of £250; no allowance of time to be made, without restriction as to canvas set or number of hands. The very thing we want, then and then only, will be an International yacht race be satisfactorily decided. After the ocean race Mr. Ashbury proposes to sail the *Cambria* against the representative American schooner, under conditions of Thames Yacht Club measurement and time allowance, the best of three races round Long Island. In the event of the English *Cambria* winning, she is to take the Cup won by the *America* at Cowes, in 1851, and should the American schooner win Mr. Ashbury will present to the New York Club a cup valued at one hundred guineas.

“The terms of the challenge are straightforward, and will undoubtedly merit deserved consideration. The gauntlet has been thrown down, and the New York Yacht Club is called upon for a suitable response. That the Club will gallantly reply it is needless to say, for the experience of even the past season proves that American yachts can hold their own against those of any other nation. Besides, such an event as an international yacht race will give additional energy to all our yachtsmen, will increase that spirit of rivalry productive of all good and beneficial results, and will raise the standard of yachting to a pitch not yet arrived

at. We can afford to yield patiently to a defeat, but we may rest assured that the American schooner, which ever it may be, will be selected with care and judgment, and that her performance will afford just cause for satisfaction. If vanquished, we can sail again and again, until the time when fearlessness, skill, and gallantry—the proven characteristics of American yachtsmen—must bear with them their own reward before the world.”—*New York Herald*, Nov. 29th.

Since our last issue Mr. Ashbury has published the following letters:—

6, *Eastern Terrace, Brighton*, December 28th.

MY DEAR SIR.—Your favour of the 6th inst. came to hand in due course, and I note with much pleasure your contemplated visit to Europe in the forthcoming spring, by which I shall be in town for the season, and shall only be too happy to receive you as my guest; and I am sure that yachtsmen generally will have pleasure in doing what they can to make your visit agreeable.

With reference to my challenge I observe that you decline to compete in inland waters, but that you would accept my proposal for an Ocean Race from Cowes to New York (and as you say) or elsewhere.

I fear, however, from the tenor of your remarks that the conditions of my challenge have been overlooked, inasmuch as in the first clause I stipulated thus—

“I propose that during, or before the season of 1869, the New York Yacht Club select their champion schooner, of a tonnage not to exceed 10 per cent of the Thames measurement (188 tons) of the *Cambria*.”

Quoting from the N.Y.Y.C regulations, &c., of 1868 I find the *Dauntless* rated at 262.8 tons American measurement, which being about 40 per cent, less than the Royal Thames Yacht Club scale would show her to be 366.88 tons, as against the *Cambria*'s 188 tons, or an excess of 178.88 tons, or a fraction more than 99 per cent. larger than my vessel, from which you will observe that the said condition is not complied with, and in an ocean race of the character, and at the period proposed, size and power will tell, therefore, however reluctantly, I must decline accepting your offer on conditions so widely at variance with those submitted by me. Though thus precluded from competing in an ocean race, I shall hope for the pleasure of seeing our respective yachts contest in all the principal matches in England and France in the ensuing summer. In conclusion, I beg you will accept my most sincere thanks for your hearty and cordial offer of welcome from the N.Y.Y.C. In the event of no American yachtsman accepting my challenge for a race from the Isle of Wight to New York, I may remark I shall still cross the Atlantic with a view to compete for the Queen's Cup, as also to have an opportunity of again meeting the *Sappho* as well as other yachts.

I remain my dear Sir, yours faithfully,

J. G. Bennett, jun Esq., *New York*.

JAMES ASHBURY.

6, *Eastern Terrace, Brighton, Dec. 28th.*

DEAR SIR.—I have the pleasure to acknowledge receipt of your letter of the 7th of December, previous to the arrival of which I had received a communication from the Secretary of the New York Yacht Club, with enclosures, and I have since received a letter from Mr. Bennett, Jun., which I reply to by this mail.

Pray accept my best thanks for your generous congratulations on the success of my last season's contests, and for your kind and courteous offers of a welcome reception in New York.

I had hoped from the following telegram that I should have had the pleasure of seeing you with your yacht in English waters.

THE CHALLENGE TO AMERICAN YACHT OWNERS.

New York, Dec. 9th.

"The challenge which has been given by Mr. James Ashbury, the owner of the English yacht *Cambria*, has been accepted by the owners of the yachts *Phantom* and *Dauntless*."

But I infer from your letter that you decline to send the *Phantom* over for the Isle of Wight races and my proposed return race to New York. Seeing that the telegram is of a later date than your letter, I am still in hopes that you have decided to come over to this country with your yacht to contest with the *Cambria* on the conditions stated in my communication of the 3rd of October. Should this expectation not be realised, I shall in any case cross the Atlantic about the time named, and shall take an early opportunity of testing the powers of the *Phantom* against the *Cambria*, and of availing myself of your kind offer of hospitality.

Believe me, dear Sir, yours very truly,

JAMES ASHBURY.

Henry G. Stebbins, Esq., Commodore of New York Yacht Club.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on the 7th inst. at its house, John-street, Adelphi; Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present:—Sir Edward Perrott, Bart., Lord Henry Cholmondeley, Captain Sir Frederick Arrow, deputy master of the Trinity House, Captain De. St Croix, Colonel Palmer, W. H. Harton, Esq., Admiral McHardy, Captain Ward, R.N., John Griffith, Esq., and Richard Lewis, Esq.

The minutes of the previous meeting having been read, the second service clasp of the Institution and 5*l.* were voted to Thomas Carbis, coxswain of the Penzance life-boat; the second service clasp to Mr. Samuel Higg, jun.; the silver medal to Commander Robert B. Cay, R.N., and Mr. William Blackmore, chief officer of coastguard; the silver medal and 2*l.* to W.

Higgins, second coxswain and coastguardman, and a reward of 5*l.* each to A. Pascoe and Edward Hodge, in addition to 4*l.* 4*s.* to the rest of the crew of the life-boat, in admiration of their daring and persevering exertions in saving eight men from the barque North Britain, of Southampton, which was wrecked during a heavy gale in Mount's Bay, on Sunday, the 6th ult. Mr. N. B. Downing, the hon. secretary of the branch, Capt. Holbrook, Mr. Geo. Deareaux, and Mr. W. Jeffery were also specially thanked for their important services on the occasion in question, 1*l.* being also granted to the last named person.

The second and third service clasps of the Institution and 5*l.* were also voted to coxswain Joseph Cox, the silver medal and 4*l.* to J. Cox, jun., second coxswain; the silver medal and 3*l.* to John Kelly; and 3*l.* 10*s.* to the remainder of the crew of the Appledore life-boat, in acknowledgment of their very brave and persevering efforts in rescuing nine men from the Austrian barque Pace, of Fiume, which was wrecked on Bideford-bar during a fearful storm on the 28th ult.

A sum of 20*l.* was also voted in aid of the widow of David Johns, coast-guardman, who so nobly perished whilst assisting with the rocket apparatus of the Board of Trade to save the crew of the barque Leopard, of London, wrecked near Appledore. Johns had previously gone off with Cox in the life-boat to save the crew of the Austrian barque, and was always ready to save life whenever his services were needed by the life-boat.

Rewards, amounting to 243*l.* 18*s.* were also voted to the crews of various life-boats of the institution for putting off during the past month, and saving the crews of the following wrecked vessels:—Austrian barque Mea, seventeen men, by the Tramore life-boat, barque William Gillies, of Greenock, fifteen men, by the Cambeltown life-boat; schooner Vision, of Drogheda, five men, by the Castletown life-boat; ship Castilian, of London, eighteen men, by the Portmadoc life-boat; brigantine Ino, of West Hartlepool, five, and fishing lugger Ranger, of Yarmouth, eleven men, by the Yarmouth surf life-boat; schooner Atlanta, of Kirkwall, eleven men, by the Hasborough life-boat; schooner Prudence, of Aberystwith, four men, and a brigantine Jane, of Wokington, four men, by the Ramsay life-boat; lugger Augustine, of Port L'Abbé, and crew of four men, assisted by Poole life-boat; boat of the schooner Pioneer, of Exeter, four men, brig Bilbao, of Seaham, six men, and brigantine Elizabeth, of Blyth, eight men, by the Caistor life-boat; brig Fuschia, of Whitby, three men, by the Aldborough life-boat; smack Castle, of Aberystwith, nine men, by Aberystwith life-boat; brig Belle, of Sunderland, nine men, by Thorpeness life-boat; brig Flying Cloud, of Bideford, ten men, by Plymouth life-boat; and trawler Start, of Brixham, four men, by Tynemouth life-boat.

The lifeboats at Great Yarmouth, Margate, Looe, Holy Island, Worthing, and Ramsgate had also recently rendered the following services:—Lugger Ranger, of Yarmouth, vessel saved; barque Fieremoica, of Genoa, saved vessel and crew of thirteen men; dandy La Jeune Fanny, of St. Malo, vessel and crew, five; schooner Mail, of Alloa, vessel and crew, of six

fishing-coble of Yarrow, vessel and crew, two; brigantine Hitená, of St. John's, Newfoundland, vessel and crew six; schooner Gaspard, of St. Malo, master rescued; making a total of 198 lives and seven vessels saved by the life-boats of the Institution during the recent storms.

Rewards amounting to 250*l.* were also voted to the crews of various life-boats of the Institution for putting off with the view of rendering assistance to the crews of vessels in distress. The Institution likewise granted 50*l.* in aid of a local subscription for the widow of a poor man who unfortunately lost his life on the occasion of the last quarterly exercise of the Ballywater life-boat.

Mr. Thomas Brooks, the artist, had made to the Institution a unique present of a portrait of Mr. Lewis, the well-known Secretary of the Institution. The painting is considered a fine work of art, and the committee expressed their high appreciation of Mr. Brook's munificent gift which enabled them to confer on their Secretary an additional mark of great honour and distinction.

A legacy of 500*l.* had been received by the Institution from the executors of the late Mr. William Naylor, of Twickenham. Also 90*l.*, being the amount of the legacy to the Institution of the late Miss Maria Rawson, of Sheffield. It was reported that the late Mr. Francis House Kingston, of Harpenden, had left the Institution 500*l.* stock; and that the late Mr. Jacob Gorfenkla, of Liverpool, had bequeathed it 500*l.* for the purchase of a life-boat, to be named the Gorfenkla.

Payments amounting to nearly 2,000*l.* were ordered to be made on various life-boat establishments. The Institution decided, on the invitation of the local residents, to take the Montrose lifeboat establishment into connection with it.

New life-boats were about to be sent to Weymouth, Lynemouth, and to the pilot ship off Llanelly. The life-boat which the Institution had sent to Kimmeridge, Dorset, last month, had been taken out on trial, and had given much satisfaction to the crew. The meeting expressed its thanks to Mr. E. Duncan, the artist, for a vignette drawing of the life-boat of the Institution for its official paper.

It was reported that the members of the Coal Exchange were raising a subscription for a life-boat to be presented to the Institution.

A cordial vote of thanks was passed to Thomas Chapman, Esq., F.R.S., and Sir Edward Parrott, Bart., for their able conduct in the chair at the meetings of the Institution during the past year.

The proceedings then terminated.

MEMORANDUM OF YACHT CLUB MEETINGS.

Prince of Wales.—On Monday, January the 18th, the monthly meeting at the "Freemasons' Tavern" was presided over by the Commodore, Mr. Cecil Long. The club appears to be in a very flourishing condition; the

worthy Treasurer, Mr. P. Turner, gave an excellent account of the financial department, announcing that when all liabilities were discharged, a **very** handsome balance would be in hand to commence the present year. **The** Commodore, in moving the adoption of the report, which was **unanimously** agreed to, congratulated the club that it had so good a position, notwithstanding some prejudicial influences arising out of the establishment of a **new** club, and other difficulties. He then announced that the arrangements for the annual ball in the great hall of the Freemasons' Tavern on the 17th proximo were all completed, and hoped they would be found most satisfactory.

New Thames.—This club held its first meeting at the Caledonian Hotel on the 14th ult., the R. L. Y. C. having removed to a more aristocratic locality. The Vice-Commodore, Mr. J. D. Lee in the chair, surrounded by about fifty members.

The Treasurer, Mr. R. S. Wilkinson, after adverting to the difficulties always to be encountered in new undertakings, said he was happy to find they had surmounted all theirs, that they had at length, after much painstaking, obtained the suitable and convenient set of rooms they now occupied, and he had no doubt they would accumulate in number, strength, and position. There were many gentlemen there present who would aid the officers in their undertakings to make the New Thames a good and useful sporting club, with every comfort, and without exaggerated expenditure. He was sure he uttered the sentiments of all present when he wished "Prosperity to the New Thames Yacht Club."

Mr. Joseph Mills proposed the best thanks of the club to their excellent Vice-Commodore, a noble-hearted fellow and thorough yachtsman, whom, they had all known for years, and who was truly the right man in the right place, and whose health he proposed.

The Vice-Commodore, in returning thanks, expressed his conviction that nothing could prevent the club going ahead, and that the day was not far distant when it would be the Thames Yacht Club of this country.

Mr. T. Groves, jun., proposed "The Health of Mr. R. S. Wilkinson," briefly remarking that it was quite unnecessary to say what he had done for the club.

Mr. Wilkinson having returned thanks, went into the financial accounts and producing the report audited by Messrs. James Harvey and Percival Turner, showed a balance of £572 9s. 9d in the club's favour after the discharge of all liabilities.

On the motion of Mr. Rudge the report was received and adopted.

Several new members were added to the list.

Royal London.—The annual meeting of this club was held on the 18th ult., at the new quarters, the Westminster Palace Hotel, Victoria-street, the election of officers took place after the reading and confirmation of the former monthly meeting.

Mr. Eagle proposed the re-election of the Commodore (Mr. Andrew

Arcadeckne). He said that all members, present and absent, would be gratified to hear of his re-appointment. He had long worked most zealously for the club, and had done all he could to promote its prosperity. He hoped he would be their chief officer for many years to come, which being seconded, he was re-elected by acclamation, as were the following gentlemen :—Mr. Earle proposed the re-election of Mr. Thomas Broadwood, the Vice-Commodore, which he was sure would meet the approval of the club. He was not only a gentleman of position and high reputation, but the owner of two very fine yachts, and his name was known far and wide.

Mr. Delaney proposed the re-election of Mr. G. Washington Charlwood the Rear-Commodore. He had gained the respect of all as a gentleman of most urbane manners, and as a thorough yachtsman. His office was no sinecure. He had much to do for the club in placing the vessels for matches, and other important duties. He was always at his post, and always useful.

Mr. Crosley proposed the re-election of Mr. G. C. Eagle, the treasurer, who has filled that office so many years. He said he had during his lengthened career done good suit and service to the club. He had stood by the club, and devoted a great deal of time to his financial duties. He is one in whom the club deservedly placed full confidence and the greatest reliance.

Mr. T. Broadwood proposed Mr. Crosley as cupbearer, and said, that besides office he performed the onerous and troublesome duties of carrying out the club dinners, balls, &c., and had always done as much as any man could for the club.

Mr. Crosley proposed the re-election of the Secretary, Mr. Thomas Gregory, and kindly spoke of his general attention and respect.

Mr. Talford proposed, and Mr. C. B. King seconded, that Messrs. E. Crosley, O. D. Osborne, and S. F. Oriel, to be auditors, which was carried, and the following other appointments were made :—Sailing Committee : The flag officers, treasurer, and cupbearer ; and Messrs. C. Borrás, E. S. Balmer, J. F. Delaney, T. Field, T. Groves, jun., G. Haines, E. Boutcher, and J. S. Earle.—House Committee : Messrs. R. B. Bulmer, E. Crosley, C. B. Vining, E. Vigers, S. F. Orel, R. J. Wood, W. H. Ridgway, and J. A. Silk.—Measurers of Yachts : J. F. Delaney, G. Haines, and W. H. Ridgway.

Editor's Locker.

January 18th, 1869.

SIR.—In your October number of 1868, you were kind enough to insert my proposition for new Sailing Regulations, and at the same time to say, that you reserved to yourself the right of future comment. Your silence is I fear a very bad sign, and I suppose I may consider my propositions, at least that

part of them emanating from myself as shelved. My chief object in requesting their insertion was to induce competent persons to ventilate the subject thoroughly during the winter months, in order to be able to come to some satisfactory and final result before the beginning of the coming season, and to assist the labours of the Yachting Congress.

Unfortunately out of the yachting season few seem to care about the interests of yachting, as proved by the apathy exhibited every year. The winter is the time for those who are really interested in the future welfare of yacht racing to discuss in your *Magazine* all topics concerning it. Without an interchange of ideas it is impossible that any good can be arrived at, and that is why I am so anxious that competent persons should write on the subject.

It is true that in the summer time yachtsmen have more opportunities for meeting and conferring, but somehow or other nothing is ever done, as most are continually on the move from one regatta to the other, and the time passes again without any amendment in the state of things, and from year to year the old confusion of measurement, time allowance, ballast, rules of passing, starting, arriving, number of hands, friends, quantity of sails, and no end of other vital questions remain.

Allow me to allude to another question which I find again urged by your very able correspondent in his January article on yachts and yacht racing of the past season, namely about a champion prize, not only should there be one, but considering the great expense of yacht racing the prizes should be considerably raised, and the cups should represent their real value.

I would even submit that with the exception of royal and private cups, none should be given, and that the club's should offer their prizes in money, giving in additions gold medals to the winning vessels and silver ones to the second vessels with suitable inscriptions. At present as compared with all other sports the prizes are truly most paltry.

Sweepstakes and matches should be got up as on the turf with the time allowance, as settled by the Yachting Congress, but by no means with handicapping, which I maintain cannot be applied to yacht racing as it can to the turf, for the simple reason that the weather need in the one case not be taken into account, and in the other makes often all the difference, besides which handicapping is a decided clog to improvements in yacht building, favouring as it does the slow coaches, for one must not forget that yachts by giving the regular allowances of time for tonnage are already sufficiently equalized. Hoping you will kindly insert these remarks, and that they may find some response.—I remain, yours truly.

A YACHT OWNER.

To the Editor of H.Y.M.

YACHT NIOBB.

January, 20th, 1869.

SIR,—There is an error in your summary of the Royal Albert Match of the 21st August last, which you will perhaps think should be noticed in

your next number, in that race the Niobe beat the "Menai" without time allowance, and would have been well within her time of the Condor, if she had not used a most effective additional sail, contrary to the sailing regulations of the Club, the Sailing Committee, therefore, awarded the £60 cup, and £15 sweepstakes to Niobe, which places her at the top of the list—£435.

Yours, &c.

VERITAS.

To the Editor of H.Y.M.

FINE ARTS.

WE have received from Mr. Foster the two latest additions to his extensive gallery of yacht portraits: this time, as last, a companion pair, and as the previous, Peace and War. The vessel constituting the subject of these lithographs appears destined to play, perhaps, the most important part that ever yacht has yet done amongst the vessels composing the British pleasure navy; already she has achieved a celebrity by her performance, that many an owner has heretofore been satisfied with. In this age of progress however, the man, or the woman, or the boy, or the girl of the "period," that sits down under anything less than a mountain of immortality is not made of the "stuff" which alone will now pass correct. "Some men achieve greatness, others have greatness thrust upon them"—so ran the aphorism of former days, it is quite different in 1869; the world is much too busy, too many workers in the hive, too many candidates for honors to waste time in turning from the busy highway to thrust greatness upon anybody, *unless* that anybody hath a mountain of dollars at his back, and then lo! the world like the Scotchman, or the worthy Lancashire quaker of our own time "boo's—boo's 'til its back cracks! and time—even time stands aghast (not still) for the nonce."

The worthy owner of the ship in question, so far as we can judge from his brief career as a yachtsman, is not the man to stand still and wait until this greatness is thrust upon him or his vessel, although he may have a moderate "*pile*" to "veer and haul upon," but appears to be just the man to *earn* and then say frankly "*is it my own?*" Bravo, say we, just the ship and the man we have been so long waiting for; but as we shall have much more to ventilate upon the same matter shortly, always anent the briny of course, we shall proceed at once to review the portraits now before us No. 1. is that of the CAMBRIA 199 tons, Mr. James Ashbury, winning the Anglo-American yacht race on the 25th of August, 1868, round the Isle of Wight. As such subjects usually are, it is from the skilled and able pencil of Mr. T. G. Dutton, and we need scarcely add redounds to the fame, as a Marine Artist of yachts, that is justly his own.

The Cambria is represented running with the wind quartering past the flagship off Cowes, under the canvas that a sailor and artist would select for such an occasion; in her wake follows the renowned Aline, also (for the distance) an excellent portrait, and then follow the briefer celebrities, the Oimara

and Condor. In the back ground is Egypt Point, and the trend of coast culminates in Cowes Castle and the wooded heights above, with the smoke of the gun heralding the gallant craft's victory, belching forth from the Royal Yacht Squadron battery. A fleet of schooners and cutters, together with three steamers out to accompany the match, and the usual conventional arrangement of rowing boats with vociferous crews in the foreground, form the accessories of one of the most effective yacht racing pictures we have ever seen. Here we have indeed the portrait of the clipper, the real *bona fide* racing schooner, fit to do her work for a man's life, and sail a match or two for fun afterwards; the long, low, sharp, and withal able and ship-like looking barkie, able to eat into the wind's eye almost like a cutter, or launch down wind light as a spray of thistle down; just the very wicked looking fabric of ocean cunning, that this moment all legs and wings to woo the faintest zephyr that heaven's breath gives birth too, would the next—fearlessly stripped by her active and daring crew, unhesitatingly shove her bowsprit along the fierce edge of a Cyclone.

The Cambria is about to take a notable part in what promises to be a very notable season—that of 1869; here is a worthy portrait of her in the moment of her triumph, and we doubt if a better ever will be painted, no matter how brilliant soever the incitement may be; with this before him, and merely substituting for Aline, Oimara, and Condor, the crack schooners of the New York fleet, the future artist can make no mistake; such a portrait as this—with the inscription “winning back the America's cup of 1851,” is just all the portraits we are ambitious to add to our own little gallery, and please the fates we shall have the hearty pleasure of congratulating her gallant owner upon this great feat, or else we mistake the man and the ship, before twenty-three months grey hairs are added to our present stock.

We wish we could as sincerely congratulate Mr. Dutton the Artist and Mr. Foster the Publisher, upon the companion lithograph to this splendid one; but no—we cannot; much and earnestly as we desire to avoid the slightest imputation on the professional talent and skill of Mr. Dutton, much as we desire to see the spirited endeavours of Mr. Foster prosper beyond his fondest hope, we cannot award the slightest meed of praise to No. 2. as a portrait of the Cambria; but that we see with our own eyes Mr. Dutton's name attached to it, we could not believe that the same artistic hand had produced the “*one a portrait*,” the other—well a clever sketch of a respectable old fashioned craft, taking an evening's respectable cruise, with her very respectable owner and friends below enjoying some of that particular “old port” of the Comet vintage “you know.” But of the racing clipper Cambria—a portrait—never!—No—no—Mr. Dutton and good Mr. Foster, we are, and as you know, have always been anxious and ready to do your productions the fullest justice, but when you send such “specimen” as this, and ask us to tell our yachting public in Europe, America, France, India, &c., that it is an admirable portrait of the racing clipper “Cambria,” you very much mistake “old Hunt” and his crew.

HUNT'S YACHTING MAGAZINE.

MARCH 1st, 1869.

ROUGH NOTES IN SMOOTH WATERS.

INTRODUCTION.

IN offering these sketches to the public, I do so with very considerable diffidence, and hoping some allowance will be made for the circumstance that they were written solely for the amusement of my friends, and never intended for publication, nor indeed was the idea suggested to me until long after they were written.

Whilst preparing the original letters for the press, I of course found it necessary both to abridge and amplify somewhat, and tho' I am sensible of many imperfections, I have preferred to retain the epistolary style without venturing on remodelling them, knowing that original impressions are better described at the moment than at the end of the tour, and it is at any rate the easiest and most agreeable to the writer who never has his subject to seek, but has only to recollect what has passed since he last laid down his pen and jot it down as clearly and correctly as he can.

Lastly having written these letters for the especial information and assistance of a friend who contemplated a cruise in Mediterranean waters, I am induced to hope they may not be unacceptable to others having the like intention, in which case I need not apologise for introducing some practical information on sundry minor matters, that otherwise might have been omitted. If then these "Rough Notes" prove any assistance to my brother yachtsmen I shall be abundantly satisfied.

CHAPTER I

"Cowes, Nov.—The schooner yacht "Violet Flower," J. Smith, Esq., sailed last week for Gibraltar and the Mediterranean."—*Bell's Life*.

It is always a mystery to me how and where the omniscient *Bell*, picks up his information, I declare I never looked at a file of the *Life*, but what I learned more of my own doings and those of my aquatic neighbours in the Mediterranean than I almost knew myself, and though not always quite correct, I cannot in this case deny the accuracy of the above paragraph, and I may at once admit that the "Violet Flower" DID sail for Gibraltar, and moreover reached that port in safety after a pleasant and quick voyage of five days, eight hours; and I now propose, according to promise, to give you a few sketches taken from my log in the Mediterranean, merely endeavouring to preserve a correct outline, and leaving you to fill in the light and shade at your pleasure.

Now when you have arrived at Gibraltar, let me tell you, you have surmounted the greatest portion of all your troubles and anxieties, and have nothing to do but enjoy yourself. Do not delude yourselves with the idea that having made up your mind for a cruise in the Mediterranean, it is only necessary to order out your yacht, as you would your carriage horses, and straight-way proceed there as a matter of course, and without further trouble. I will assume you have a vessel sufficiently large and comfortable, (but, of this hereafter,) to carry you in safety on a long cruise, and that after a season or two of home sailing, perfectly satisfied with your yacht in every respect, you determine on a longer voyage and like the rest of your neighbours, fit out for the Mediterranean.

Well, this "fitting out," is generally a most vexatious business; first your skipper commences, with a long string of proposed alterations and additions *absolutely* necessary, "We must have this iron keel off her, sir, or she'll strain herself all to pieces, the first gale of wind we fall in with—she'll never carry those spars through the Bay—better have about four feet off the masts, sir,—that staysail's fair murder for her, and however we're to find room for those boats, can't think, &c,"—The best of the joke being, that it is most like owing to the suggestions of the individual aforesaid, that the masts are too taunt, and the canvas too extensive. The builder next takes up his parable, and hints at a bit of a shaken plank there, and some extra fastenings here, and "You'd better have the deck re-caulked,

sir, or at any rate the seams hardened up; you've no idea, sir, of the power of the sun out there, and indeed I should recommend the topsides being caulked all round," and so on.

Then you find you can't carry sufficient water, and have to put another tank on board, disturbing the ballast, tearing up the fittings, and altering the trim perhaps, and one thing or another turns up day after day, till you lose all patience and begin to despair of ever being ready for sea, but at last having compromised matters by getting shorter topmasts, smaller staysail and jib-staysail, short jib-boom, and snug jibs, a few threads of oakum in the seedy places, and some tons more ballast, you haul the vessel out into the stream and commence getting your stores on board; and last of all go to the custom-house to sign articles with your crew.

I fancy I can hear you enquiring, with some trepidation if all this "awful bore" cannot be avoided. Perhaps the simplest way is to put your vessel in the hands of some experienced yacht agent, with full powers to do what is necessary, and instructions not to bother you, except for money; still this is unsatisfactory in the long run, and unless you are the veriest tyro, I should recommend you to superintend the "fitting out" personally; the confidence this gives you in your vessel and the knowledge that nothing has been neglected in any shape, that she is as strong as wood and iron can make her, her gear good, and her outfit complete, is worth all the trouble you may have been put to, and you can sleep easy on board in a rough night at sea without any unpleasant doubts coming across your dreams, or disturbing your rest. The least satisfactory plan of all, I think, is to hire a yacht, and indeed it is very seldom you have the opportunity of hiring a suitable vessel fit to live in, without incurring considerable expense before you can ensure a comfortable home on board her. Few men like to give up their well found and handsomely fitted yachts to a stranger, with all their various and multitudinous "nicknackeries" and materials for comfort, to get knocked about and abused, (and a yacht uncared for soon gets frightfully shabby,) or even if content to run the risk, they are very apt to strip the vessel of a large quantity of those articles of luxury, which tho' not absolutely indispensable to a yacht's outfit, yet make all the difference between a gentleman's establishment and furnished (?) lodgings.

If you are not particular, you may doubtless secure a good vessel

for the season, or cruise, for twenty-five or thirty shillings per ton, but this will hardly include a full crew for the Mediterranean.

If you are content with an old, out of date vessel, there are plenty to be found at a much cheaper rate.

Well now, you are impatient to be "off," and we will suppose the anchor's hove short and our shore boat having been alongside for the last two hours, we will step below with you to have the "doch and dhorras:"—the steward, hot and dusty, and in his shirt sleeves, is yet stowing away the brown paper parcels and boxes, that *will* come on board just at the very last, tho' they might have been sent a week ago, and which are now pervading every corner of the vessel and covering every sofa and locker 'till there's hardly a place on which to sit down.

The last member of your crew, who you'd all but given up as a deserter, has just come on board, rather inebriated of course, and the skipper in his impatience, instead of sending in a message decorously by the steward as usual, straddles over a mound of packages as he puts his head through the doorway and says—"Shall we heave up the anchor, sir? a fine breeze and it's a pity to lose the tide sir."—Aye it's time to be off, and you go on deck, where much touching of seedy old tarpaulins ensues, from the occupants of the boats alongside, and who have no particular object apparently, except that they hope to extract a few last "tips" or "nips" as the case may be.

Then lastly your friends, bid you a tardy farewell. "Well, good bye old fellow, take care of yourself, and be sure and write as soon as you get to the "Rock."—Good bye captain, pleasant voyage to you all, and with a hearty little cheer, we shove off in the shore boat, and watch you and your tiny craft growing less and less in the distance with a pang of regret that we are not of the party, and wondering how that slight and graceful little boat can venture to do battle with the fierce waves of the stormy Bay of Biscay.—Yes, and the next day, and the day after that and many days after that, we find ourselves wondering what the little craft is doing, where she is, what sort of weather she is making of it, and wishing you a manner of luck, and we are all sincerely and heartily glad, wher after the lapse of a week or two, we hear of the safe arrival at Gibraltar of the gallant little yacht, with glowing accounts of how well she behaved in a breeze of wind off Cape Finisterre, and the capital run she made altogether, and then we more than ever envy you, and

wish we had been with you.—Yes, truly, a trip to the Mediterranean is a bright spot in a man's life, a pleasure to anticipate, and a pleasure to dwell upon long after it is passed.

CHAPTER II.

The first place one arrives at, on a foreign tour, always makes the strongest impression, and you may imagine with what alacrity, I "shewed a leg" as the midshipmen say, and jumped out of bed, the morning after our arrival here, (for it was night and pitch dark when we dropped our anchor); I then hurried on deck to look round, and there before me stood "the Rock of Gibraltar" in all its noble proportions. As we were anchored off Algeciras I had an admirable view of its remarkable outline, which strangely enough presents a most complete resemblance of a *lion couchant*, looking defiantly towards Spain.

A lively and a pleasant sight too, is the bay and harbour of Gibraltar, and I confess to no small feeling of pride as we rowed ashore to the landing place at the Old Mole thro' a crowd of fine ships at anchor with the red ensign of old England at the peak, and now and then a stately line-of-battle ship or dashing steam frigate, and glancing ashore, to note the Union Jack, dotted here and there on the face of the hill, right up to the Flagstaff Battery on the very top of the rock. It has a very saucy appearance, and I don't think I should quite like it myself if I were a Spanish Don.

I shall not soon forget either, my first glimpse of the Mediterranean, as seen from one of the galleries in the rock, for a more charming picture could not be, framed as it was by the gun port or embrasure, thro' which I saw it, bright and sparkling, and its blue horizon stretching far away along the Spanish coast, which, owing to the great elevation and the wondrous clearness of atmosphere, I could trace for scores of miles. It was very like what I expected, and the white winged feluccas dotting the wide expanse

seemed quite familiar to me, albeit, I had never seen one before.

I question whether, after all, there is any more striking or more satisfactory place in the Mediterranean than Gibraltar for the yachtsman to commence his cruise with. The variety of costume

in the first place, is greater here than most other places, and it is so thoroughly English, that at the same time the stranger can feel at

home whilst he stares and gapes at all the strange sights, to his heart's content. Red coats everywhere, signoras ditto, Moors the same, and bewildering novelties all round.

The busy thriving appearance of the neat, clean, little town, and its kind hospitalities, make a short sojourn at Gibraltar as pleasant a time as any you will subsequently meet with in your cruise, and I think I never met with anyone (except those who are obliged to live there,) who had not a pleasant and kindly remembrance of Gibraltar.

A sight worth seeing too, is the Alameda on a band day.—This is one of the finest, or perhaps *the* finest Alameda in Spain, and the gardens are admirably kept, quite redeeming the rock from all reproach of barrenness. The pepper tree is peculiarly graceful—but the cactus plant with its brilliant scarlet flowers, is somewhat superfluous, where red is the prevailing color worn by the frequenters of the place. Horses are very cheap, mostly of Arab stock I believe, and you may get a good nag for about 20 to 40 dollars;—English horses of course fetch their price as at home. Irish jaunting cars seem to be the favourite vehicle, and I would almost fancy myself in Sackville Street at times, as some of the unmistakable, Milesian and military Jehus drove past.

I can hardly realise yet, that this is the end of November, so nice and warm, not to say perspiring, do we find ourselves, especially as we are in our heavy garments in which we were fain to be clad, only a week since in England, when we were jostling and elbowing you for a share of the dining room fire—indeed I rather like the idea of the way you are all no doubt struggling for the poker at home, just now, and of the wet feet and cold toes you get in trudging through the snow and slush. I dare say you are wearing absurdly thick shoes too. But there is a compensation in everything, and as you put on your slippers, pause and be thankful you've no fleas, for those "puce colored animalculæ" in England are as nothing to these.

A Flea in Spain ranks as a wild beast, and I am quite satisfied now that the magic lantern at the Polytechnic does not exaggerate in the least. Can I ever forget my first night at the club-house hotel in Gibraltar. At first I thought it was nightmare, then felt sure it was burglars, and it was only as day broke and revealed to my sleepless eyes a mob of giant fleas trampling a

prancing over my inflamed carcase, now swelled to twice its normal size, that I became aware of my awful situation. It is popularly supposed that a sledge hammer is required to crack one of these monsters, but this, I think is exaggerated.

"There is a story, perhaps forgotten by all but men who were students at a certain college, near thirty years ago, of an enthusiastic professor of Entomology, not celebrated for his exercise of hospitality, who was so delighted at the arrival of an eminent pursuer of insects, that he invited him to board and bed in his chambers. Next morning Dr. Macfly greeted his guest. "And hoo did ye sleep the night Mr. B—?" "Not very well; strange bed perhaps. But—" "Ah," quoth the doctor eagerly "ye were just bitten by something, eh?" "Well, to tell you the truth, doctor, I was—" "Bitten war ye, noo, can ye say it was onything noteworthy that bit ye? peculiar, eh—?" "Well, fleas I think, but such devils for biting, I never met with in my life—" "I should think they wor indeed (with great glee)—*Why, they're Spanish fleas; I imported them mysel!*"

The Club House Hotel is the first in Gibraltar, but bad is the best, for it is very poor and the commissariat is of the seediest, and the three days we remained at it, while our yacht was taking in stores &c., were three ill spent ones, and so were the dollars which went to pay the bill.

Need I describe the galleries? No of course not, but if you want a "breezy constitutional," get a garrison order to see the fortifications and wend your way through them with a civil and military guide, in the shape of an artilleryman, until you reach the Flagstaff Battery or the signal station, and I'm sorry for you if you do not thoroughly enjoy it; not to speak of the bottled porter you will find there, and as you blow off the froth into the depths below you will understand the true meaning of the quaint old saying, "rest and be thankful."

Of course you will enquire about the monkeys.—I am sorry to say the colony is fast disappearing, and at this moment there are only ut half a dozen left on the "Rock,"—where they have emigrated unnot tell; they can't have been shot, as such a thing as a gun, ring the Armstrongs, isn't allowed, and dogs also are rigidly luded, our little Skye terrier "Scavig" however managed some- r to evade the sentries, and cocked his tail higher than ever, the t of the day, in consequence.

Whilst admitting, as every one must do, the impregnability of the fortifications of Gibraltar, I cannot see how the fortress can claim to be the key of the Mediterranean, at any rate there can be no great difficulty in slipping through the keyhole.

The distance from the Rock to Ceuta on the opposite coast of Africa is fully twelve miles, and the strength of the current, setting to the eastward, is in the centre, entirely out of range of either shot or shell from either side, and even Admiral Smyth, in his book, mentions a case where "a strong Levanter fell heavily on the British fleet at Gibraltar, not only rendering them powerless spectators of Villeneuve's squadron running thro' the Strait to the westward in safety, but it was also nearly fatal to the Gibraltar 80, and Culloden 74, while the *Courageux* was driven ashore, dashed to pieces, and four hundred and sixty-five of her crew perished."—But the heaviest guns are pointed towards Spain, and I cannot help thinking it is after all, very like "a standing menace." The harbour however is commanded by the Spanish shore, and in case of war, I fancy our ships would find themselves in a disagreeably warm berth.

Our anchorage, where the yacht is lying, is snug enough, as we have the privilege of the man-of-war Mole, and may land at the Mole steps or at the "Ragged Staff" as we please. We have the novel feeling too, that we have not perfect liberty, inasmuch as we have always to report ourselves at the guard house, "It is defended," also to hail your vessel, or to shout and whistle from the Mole head, why, I don't know, and moreover if we are outside the gates after midnight we must remain out, for nothing but a special order from the Town Major can open them after that hour. I am bound to say we received every civility and many little kindnesses from the officials of the Mole and dock I was going to say from the highest to the lowest, but perhaps I had better include the latter only,—It might possibly, have been the height of civility to grumble and make objections to supplying us with fresh water, merely because I had failed to report myself immediately on arrival, and to shew a general disregard to all those little courtesies of life usually adopted by Her Majesty's officers, and which were so freely extended to us, not only at Malta (the only other British port I visited,) from the Port Admiral downwards, but especially at all the *foreign* ports, where we were invariably, and at once, granted privileges we had not, *there* a right to expect. But when a yacht is driven ashore in a gale of wind

and seriously damaged, as happened to a yacht during the time I was at Gibraltar, and even when the commander of one of H.M.'s gun boats requested permission to go to her assistance and *was refused*, (I believe it is an Admiralty order to assist vessels in distress) to say nothing of the subsequent objections and unnecessary delays in allowing the yacht to have a berth in the dock nearly empty, to complete the necessary repairs, then I say, it is time for yacht owners to complain, not only of want of courtesy, but of absolute neglect of duty, otherwise what is the use of the Admiralty privileges specially granted us? Fortunately such cases are rare and the decided exception to the rule, nor should I have alluded to this had I not felt it my duty to notice such churlishness on the part of one* who so strangely abused his power and position.

Before leaving Gibraltar do not on any account neglect to fill up your lockers, for in no other place in the Mediterranean will you be able to get stores so cheap or so good, indeed I may say from my own experience, that I would recommend you to lay in the most of your stores in Gibraltar, in preference to Southampton or Cowes, tea, sugar, wine, foreign fruits and pickles, and indeed almost *everything*, except beer and cheese, is cheaper than in England, moreover you may get English salt meat from the government stores at contract prices by applying to the authorities, and wine and spirits out of "floating bond." (By the way it is customary to give your crew light wine instead of spirits, whilst in the Mediterranean.) Do not try the experiment of buying fresh meat and salting it there or most assuredly you will run a chance of being starved, if you depend upon it, for it won't keep a week.

Except you have called at Cadiz you will do well to get your stock of sherry here, and an octave cask, (costing about £7 the octave,) will be found very handy: Messrs. Edwin Orusoe & Co., are about the best wine merchants, but Messrs. Speed & Co., where you can get stores of every description can supply you with first-rate liquors of all sorts, as they provide for the Peninsular and Oriental steamers; and don't forget a chest of tea and a box or two of cigars whilst you are catering.

Beer and cheese you had best bring from England, and I should so recommend you to provide yourself with some good brandy from your own cellars, for no where in the Mediterranean could I meet

* Since removed.

with any but the nastiest French stuff, whatever price I offered. If you have an excess of baggage on board; such as spare portmanteaus, &c., which are always in the way, (nothing but carpet bags should ever be allowed in a yacht,) it is a good plan to leave them in store here and pick them up on your return home; of course, exception must be made in favor of ladies' boxes, and I have found it a good plan to have a nest of three or four tin boxes made, which fit one inside the other, when their contents have been transferred to the drawers and lockers, thus occupying the space of only one box. And, now as it is time to leave Gibraltar you will no doubt take a last stroll through the town to pick up a few "curios" as a memento of your visit. The only specialties of Gibraltar are ornaments made of the "Rock" and Moorish "nicknackeries" in the shape of slippers, purses, tobacco jars from Tangier, and if you go to "Black Charley's," who every one knows, you will find in his shop plenty of temptation to spend your "gutter money" before you leave.

Black Charley, who is as black as your tarpaulin, is a most polished gentleman, both as to his countenance and his manners, and is moreover Consul for Tangier. To the ladies of our party he was particularly civil, making them several handsome presents, he of course speaks English well,—but hark "tattoo" is beating, and we must get on board before the gates are closed, so now farewell to old Gib and her scorpions 'till we return on our way home.

We are revelling in true Mediterranean weather, seven or eight days ago we left Gibraltar somewhat reluctantly, for we were not half tired with the place, and have contrived to drift into Malaga, thanks to the current that sets into the Mediterranean at the rate of about a knot per hour. This friendly current is a strange marvel when you come to think of it, not as to where it comes from, but where it goes to, what becomes of all the water the Mediterranean receives from the numberless rivers that empty themselves into its waters? I say, where is the overflow of this great basin? for I cannot swallow the condensation theory? I'm not going to bore you with a scientific disquisition or I could quote no end of opinions from such men as Admiral Smyth or Lieut. Maury (by the way *The Mediterranean* by the former, and *The Physical Geography of the Sea* by the latter author, are most interesting books, both of which should belong to the yacht's library!) It's always safe though

ascribe it to the Gulf stream, the favourite refuge for all maritime theories no one understands.

We left Gibraltar with a fine fair wind for Malaga, course E.b.N. $\frac{1}{2}$ N., for there is ever a breeze lurking about this rock, and on heaving the log it gave us, ten and a half-knots, but once thro' the Pillars of Hercules, the breeze died away and left us listless and motionless as on a lake with the sky bright and sunny as July, and strange foreign craft all round to remind us where we were; the feluccas, appear to ring the changes in their canvas with wonderful variations, and the number of triangular sails of all sorts they hang out in calm weather, wherever they can contrive a spar to support them, often amused as well as surprised me.

We crept slowly along the coast of Spain, which was just sufficiently interesting to prevent us caring about a more rapid progress, lazily spying at everything as we passed. What perhaps disappoints the stranger as much as anything, is the apparent want of vegetation, but then Spring is the time to see the country. There is however a peculiar character in the landscape which strikes you at once, and that is, the face of the country is cut up into regularly shaped hillocks, like gigantic mole hills, and each with a house or convent, or building of some sort, perched on the top. The cause of this no doubt is that the heavy rains from the mountains in winter, plough up the land in great channels or ravines, the houses of course taking refuge on the highest points, but the effect is curious enough. Though the distance from Gibraltar to Malaga is barely 60 miles, it was late on the third night before we floated into Malaga harbour, long after we had all turned in, and by early dawn next day our slumbers were rudely disturbed by the most discordant sounds, in the shape of drumming and trumpeting, and worse than any volunteer band I ever heard. "Confound those noisy children," I thought, "they are playing the Spanish deuce with my natural rest," but as it was no use attempting more sleep, I was soon on deck and found the dulcet strains proceeded from a body of Spanish soldiers marching to and fro on the quay—with their band, and making this south row. I then looked round and observed we were snugly stowed stem and stern on the east side of the harbour and in the an-o'-war berth, a few yards from the Mole. Close alongside of us was a funny little "Guarda Costa" with a pair of comical little p-guns, and some eight or ten black whiskered, good looking Spanish seamen squatting round the low gunwale (there being only

room for about two at once in the tiny cabin) enjoying their morning repast. In this refreshment I may say, we in a manner, also participated, for a very powerful aroma, forcibly reminding us that Spain is the land of onions, was wafted towards us from the low deck of the felucca, filling the morning air with a soft and gentle "ogo."

I also observed that some of our neighbours were most expert in the use of their long sharp knives, and when wishing to divide one of the above named esculents, or a piece of sugar cane, a fellow would give it a toss in the air, and then as it descended, with a sort of upper cut of the knife, slice it in half with the most dexterous sleight of hand, and indeed would split a bit of cane about six inches long, into half a dozen slices, as thin as matches in this way.

Just ahead of us, was a small man-o'-war steamer, as guardship, the crew of which always came ashore to sleep and eat, in huts and tents, not to say pigstyes, on the quay alongside and it was continual amusement to us to watch their drilling, which they were at, morning, noon, and night. On the opposite side of the harbour were the landing and loading places, and it was as like a slice of the Liverpool dock sheds as need be, as far as it went too, there was a busy trade going on in shipping dried fruits and wine, tho' certainly not enough to require such a palace of a Custom-house as Malaga boasts of—which is really a noble building, and indeed quite the feature of the city, dividing the honors with the Cathedral. There are 300 clerks *stationed*, for I can't say *employed* in the Custom-house!

Malaga is decidedly a good looking town, as seen from the harbour, but when in the heart of it, you would imagine there couldn't be a drop of water within 100 miles—squalid filth is here paramount. But the pure air of this place is delightful, and its balmy climate has long been in high favour with invalids from all parts of the world. Nevertheless a place like this is full of melancholy associations, and it is sad to see so many pale wan faces, wandering about the Alameda on a sunny day, in painful contrast to the healthy brown features of the dark Spaniard.

Still I like to think that *some*, alas! how few, return to their homes with renewed health and strength, but a stroll through the beautiful English Cemetery outside the town, tells too truly, how many leave their chance of recovery until too late, and visit Malaga never to return.

The Alameda is rather nice, but the marble statues of which there are many, would look better if their noses had *not* been knocked off—without an exception, and there is one large handsome fountain adorned (?) with figures, (after the fashion of the Manikin at Brussels,) that would be all the better, if they were knocked off bodily. We had a very fair dinner at the Fonda del Alameda, where we went to test the style of living, and the charges were very reasonable.

Close to where the yacht is moored, is a large new theatre, or bull ring, but as the bull fights only take place in the summer, I had no chance of seeing one. However I dare say it was no great loss for as I could never appreciate Blondin "*et id genus omne*," the exhibition of a spitted matador would be only thrown away upon me.

The Cathedral is really fine, and ranking fifth among the Cathedrals of Spain, Toledo being first, Seville second, and Grenada third. Touching Grenada, I was anxious to take this opportunity of going there and visiting the Alhambra, &c., but I was advised it was quite the wrong time of year to go, Spring being the proper season, when the country is in all its glory. It is a very tedious journey I believe, but can be managed in about ten hours by the mail—in which two seats can be engaged by giving timely notice.

The streets of Malaga are narrow and dirty—there were myriads of the small fry about in the shape of children six or seven years old, chiefly remarkable for their dirty faces and scantiness of their attire, their costume being of the airiest and most ventilating nature. I cannot say much for the manners of the younger branches of the population, who stared, shouted, and jostled the ladies of our party in the rudest manner, tho' I am not aware there was anything unusual in our dress or demeanour; indeed to quote an old author who in describing a newly discovered race of islanders, quaintly remarks, under the head of manners and customs of the people.—"*Manners they have none and their customs are beastly.*" There is however, much picturesque costume amongst the muleteers, and it was always a pretty sight to see the trains of fine mules, gaily arrayed and noisy with bells, filing out of the town with their handsome drivers, and winding up the mountain roads in long perspective. As to the Senoras, we came prepared to admire *them*, nor were we disappointed, especially as black eyes and olive complexions were as yet a novelty.

The well known terra cotta Spanish figures are mostly made at

Malaga, and it is well worth while to visit some of the numerous modelling shops to see the manufacture of them. The price varies according to the quality of workmanship and finish, the figures costing from four to sixteen dollars each, the better sort being very beautifully modelled, and are really works of art.

The plan adopted at the post-office here (and at most foreign ports) for the delivery of letters is decidedly good—a list of strangers letters is hung up in the court yard, and a number attached to the name, so all you have to do is to copy down the number belonging to your address and hand it in to the postmaster. As considerable license is taken with the spelling, you will sometimes find your name transmogrified almost beyond recognition, and the best plan is to take all that bear the slightest resemblance to the name required, and return those that don't belong to you. There is a separate list for newspapers—but if you wish to avoid trouble of any sort, you will at once, on your arrival in Malaga, put yourself in the hands of old Mowbray who has a store on the quay, and who will manage everything for you, he and his sons are most obliging and useful in many ways! moreover, unless you are too great a swell you will find his store a place you can drop in at to spend an idle hour or two in the afternoon, where you can hear all the news that is stirring, and meet perhaps half a dozen or so of the skippers of the English ships in the port, fine hearty fellows with all the frank good humour of the sailor, and a kindly readiness to oblige a fellow countryman.

As a matter of form, you will of course leave a card at the English Consulate, though it doesn't follow that you will take much by your motion, for it is notorious you never need be afraid of being overwhelmed by attention from our representatives abroad, nevertheless this is no reason why you should omit the form, and you will at least be able to say, like the old dowager, who on entering the little village church and finding no seat reserved for her, swept out again in a dignified manner, remarking to her daughters who followed her, "*Well at any rate my dears, we've done the civil thing.*"—And he—^r venture to give a word of warning to a certain class of yachtsmen who are apt to imagine that the privileges granted so courteously, English yacht clubs by foreign nations, give them the right to exactly as they choose in a foreign port, and who fret and blui when they are expected to conform to the customs of the country.

have seen this, over and over again, and often, when expecting a row, I have observed the justly irate foreigner, cool down into something like contempt, when he discovered it was "*only an Englishman.*"

"Not land there! I should like to see any — Frenchman try to stop me," cries one, "Do you mean to say I'm to ask permission to leave the place," says another; "haven't we the same privileges as a man of war?" Very likely my dear sir, but if you won't take the trouble to pay the usual civilities to the authorities of the place, and which are always expected *from*, and accorded *by*, every man-of-war, can you expect to have any extra consideration shown you beyond what an ordinary vessel receives. Not that I would have a yacht, ape the man-of-war by any means, as occurred once at Algiers when a yacht (a hired one, by the way) on entering the port, saluted the French Admiral's flag with the usual number of guns, much to his annoyance; etiquette forbade him noticing or returning the salute of a private vessel, whilst his natural politeness urged him to acknowledge in some way the obtrusive and misplaced compliment; he therefore mentioned the matter to the English consul (my informant,) who was equally annoyed at the circumstance, (a piece of consequential assumption,) and had to explain matters as best he could.

But I would recommend you always to report yourself, and leave a card, at the Admiral's office, the guard ship, or the captain of the port, as soon as possible on arrival at a foreign port. The usual routine of the health office, will of course be attended to by your skipper. Now he may be a decent honest man, who looks after your interests sharply enough, nevertheless do not leave all to him, but see especially to the courteous responsibilities yourself, so that neither your own character nor that of the club you belong to, may suffer.

I much fear it is owing to the want of observance of those amenities, that the English yachtsman is not looked upon with much favor abroad. Be careful too, not to leave any harbour or other dues unpaid, for though many of the port charges are relaxed in our favor, yet there are some dues that *must* be paid, and nothing lowers the English yachtsmen so much in the eyes of foreigners, or is considered dishonourable as a failure in this respect. I am aware, in many cases, this proceeds from ignorance and from no intention to shirk payment of legitimate dues, therefore is the more care necessary.

(To be continued.)

LEAVES FROM THE LOTUS.*

“What men are ye
 War gear wearing,
 Host in harness,
 Who thus the brown keel
 Over the water street
 Leading come
 Hither over the sea ? ”

BEOWULF'S EXPEDITION TO HROTH.

THE wind rose towards eve, and the blue waves surging on, dashed against the wild cliffs, shot high in air, and their spray, drifting on-wards, drenched the figures perched on the promontory, in a shower of salt sea rain.

Day after day had Penda scaled the Head, her eyes turned Southward in expectation of a sail ; and now her little one was restless, and its frequent wailing added to the melancholy engendered by the storm.

“A moment more, my child,”—said she, wrapping her infant still closer in the Tyrian grain, and rocking it gently, she clasped it fondly to her breast.—“Forfend the Gods, thy father be on the sea!” And as the gulls sailed high in air, and the horizon grew dull and duller, she strained her aching eyeballs across the main.

Suddenly she started ! uttering an involuntary cry, for instead of one, two ships in full sail came careering into view. Well she knew the foremost, and muttering, “will he come ?” began descending towards the Port, that she might regain her home 'ere the arrival of Pirro, the Pilot, her father.

“Steady !” shouted the captain of the foremost Galley in a voice of thunder that came rolling on the gale, the scowl on his face waxing darker, his muscles twitching nervously, and his eyes roving restlessly from the pilot to the rock bound shore, and from the shore to the tall ship following, which had dogged them, day after day, so persistently, all the way from Gades. “No higher !” he cried again, with a curse, stamping his foot madly on the wet deck, and shaking his fist threateningly at the trembling timoneer,—who well might tremble, for breakers surrounded them on all sides, and they were running on a dead lee shore.—“Man the brails, there forward ! Stand by the sheets ! By Baal,” he muttered between his clenched teeth, “but Bottalack shall shew these Roman dogs, whence comes our tin !”

The terrified crew hurried to their posts, and the Galley, her latteens spread like the tapering wings of a Kittiwake, flew on towards the

(• Continued from page 75.)

shore; her long low hull hissing through the tide, and the tall Roman ship wallowing after her, foaming at the bows, in hot pursuit.

"Let fly! Brail up! Hard down!" roared the Carthaginian in a moment, like a fiend, and as a dull crash, followed by one wild shriek, fell upon the ear,—the galley,—her sails bellying and flapping round the long taper yards that bent like withies, heeled over gunwale under, and grazing the coast in the very trough of the sea, shot past the points, into the smooth sheet of water behind them.

Halting at the dread sound, and turning her head in the direction of the ships, a few planks whirling in the surf, and a head or two bobbing among the waves, were all that met Penda's eye of the tall Roman erewhile ploughing the deep, whilst a shout of fierce triumph from the Carthaginians, as they rounded the point o'er the way, came struggling against the blast to her ear.

She stood a moment rivetted to the spot, a sad presentiment creeping over her. "Should it be he!" she shrieked wildly; and in an agony of suspense; and spite of her tender burden, she hurried down the steep cliff, towards which the floating wreck was being fast borne by the waves.

Penda had met the father of her child when at Gades, for Pirro was a favourite with the Punic trader, and had allowed him to take his daughter for a cruise there, a voyage or two before.

There Macer had enthralled her by his arts, and asked often of her home; and though scouted by her father, had sworn he soon would come there to claim her. The tales told by the artful Roman now crowded on her mind, and the blood coursed wildly through her veins, as she stumbled down the pathway towards the cave.

A few more moments, and Macer, sole survivor of his crew, was clasped in her arms, and staggering towards the cavern; his dripping garments torn, and limbs sore bruised, by the buffeting he encountered at its rock-bound entry. Fondling the crowing infant Penda held out so proudly to him, telling the poor Celtic damsel a plausible tale of the dangers which his love had subjected him to, and laying still further plans to ensure his ends,—the wily Roman wiled away the time, till their toying was rudely disturbed by voices at the cave; and 'ere Macer could defend himself, he was borne down by numbers, bound, and hurried away to the abode of the Druids, as a glorious victim for the approaching Sacrifice.

* * * * *

Close guarded in his cell, he little heeded the stir around him; and the Druidical songs and incantations, which at any other time would have excited his imagination, now fell unheeded on his ear. Little thought he of poor Penda too, who wandered about frantic through the

day, and as eve came on, stole as near as she dared steal towards his dungeon ;—but as to-morrow was the day of Sacrifice, he brooded only over lost hopes, and the discovery for the Romans which then would die with him.

Meanwhile the Carthaginian chiefs kept wassail with the Druids, and in their merry junketings, quaffed deep draughts of the blood red wine.

The heat was oppressive, and in spite of the bustling of the officials preparing for the morrow's solemnity; the hum of the expectant Britons; and the restless lowing of the cattle, which seemed apprehensive of some coming catastrophe,—an awful stillness, that could be felt, pervaded the sultry air.

"A health to Hanno!" cried the Arch-Druid, waving his goblet towards the setting sun, then sinking lurid in the western wave; "and may Baal and his Priests ever have such cheer. The blood of the southern grape for them,—for him the heart's blood of all Pagan spies!"

As the words fell from his wine-bibbing lips, a rumbling shock shook the earth, which reeled to and fro like the waves of the sea.

Cromlechs, tolmens, and sacrificial stones came tumbling down the hills. Macer, deserted by his guards, rushed forth wildly into the arms of the fainting Penda, and as he struggled to get free, the Earth sinking down like a subsiding wave, or like undulations along a field of corn, was soon buried, and overwhelmed, by the returning sea, which rushed in, in watery mountains, over the now submerged hills and plains of the once fair Lionesse! * * * * *

The suddenness of the shock (for Palinurus was bumping alongside, and the squash of a well filled maund upon the deck, told of his successful venture)—awoke me from the dream into which I had dozed, while thinking how I should manage to go in search of him; for the night was as dark as pitch, and the wind was rising fast, with thick rain. I was as delighted, as had been the imaginary Penda, with the old Pilot's safe return; and suggesting hot coffee, or grog for him, turned in,—in order that I might *turn out* the earlier, next day.

Getting under weigh betimes in the morning, and creeping out between Penzance piers, we held our wind all we could to weather the Lizard, and stood out of the Bay.

The Mount gradually waned as we advanced, and the last seen of it, was a pyramidal black mass towering in the sea far astern.

The weather, somewhat lowering when we started, grew more cloudy and threatening, as we rounded the Lizard; and when we approached the Manacles, gusts of wind and rain swept over us, and thick Scotch mists hid the shore. Indeed we all but shaved the buoy, to which we

were so close as to hear the chain clanking against the bottom, and the sound echoing in the buoy's hollow interior, as it twirled and struggled in the strong flood tide ; and darkness creeping on, we anchored about a cable's length, or more, within the entrance of Helford Harbour, under the lee.

The wind blew fresh at day-light, and Mawnan church tower in the drizzle north of us, looked dismal against the dull leaden clouds piled behind. Making sail however, we foamed onward for Mevagissey, rushing through the water like a mad thing, the gusts every now and then, heeling us over gunwale under, and our boom end smacking the sea tops, till it made everything shiver. A few hours running like this, brought us to our destination, and we cast anchor about a couple of cables' lengths from the beach behind the point; in perfectly smooth water, scarcely ruffled by the merest cat's-paw, though a long swell, just sufficient to make our little craft rise and fall gently as it rolled past to murmur on the strand, came round into the bay.

Looking westward, a valley extended behind the beach, right and left of which rose the red sea cliffs on either side. The weather cleared up, so pitching over the punt, I rowed to a little nook behind the southern cliff, and stripping, plunged into the clear water of a cavern, where fish darted about over the pebbles beneath, and coloured weeds flaunted fathoms below at the sides. After revelling a few moments in this luxury, with the waves splashing gently around me, I mounted over the oscillating stern of my little punt, and having donned my raiment, paddled off to the beach, up which I carried her ; to the astonishment of a gaping rustic, who had come that Sunday from St. Austell, apparently to gaze at, and take his fill of the *melancholy* Ocean.

Mounting the pathway ascending the northern hill, I traversed the quiet street of the little village behind.

The Cornish fishermen are sober, industrious, and religious; and refrain from putting to sea on Saturdays, that they may not desecrate the Sabbath. Their austerity gives them, and their surroundings, a somewhat Puritanical aspect; from which Mevagissey, on this special Sunday, was by no means exempt. The house doors were all closed, and the blinds drawn; the public houses were all barricaded, and solemn sounds of Psalmody came droning from within. The clatter of my footsteps on the pebbly pavement seemed a profanation ; so after visiting the tiny harbour, where two or three dozen big seine boats, their nets stowed amidships, were lying side by side in tiers behind the piers ; and the hill beyond, where the rank and beauty of Mevagissey,—represented by two or three couples squatted on the grass, gazing at the sea below

them, were basking in the sun:—I returned to the beach, where the melancholy rustic still stood gazing at the Ocean. His explanations relative to the ruined cottages close by, and the features of the neighbourhood, were far from being either lucid or edifying; so quitting him without regret, I returned to the Lotus, where Palinurus, uninfected by the atmosphere of the shore,—had been salting-in his catch, “A fine cast phul fur tha missis,—a hunner-an-sixty weight, if a poun; I be boun’!” as he said. After having done which, the old boy had washed decks, flemished everything down, and our little ensign flying from the topping-lift, he was now sitting on the taffrail quietly smoking his pipe. He had prepared some of his catch for dinner too, and spun many an entertaining yarn after his coffee in the evening.

The following night we were becalmed off the Rame, but when the sea breeze set in, we soon shot across the waters, and ’ere the Colours were hoisted in the morning, caught our moorings in Mill Bay.

H.N.P.W.

AN AQUATIC REMINISCENCE

BY A YACHTSMAN.

In recording a little yachting incident which once befell “yours truly,” and the relation of which may possibly wile away a few dull moments of some of your readers during this, to my mind, the dullest of months, I must go back to the days, when the only craft in the market were of the old “Cod’s head and mackerel tail” type, and when Mr. Ceeley was the sole medium of communication between the too frequently impenurious vendor, and the no less frequent verdant purchaser; days I am sorry to say, from too many disagreeable symptoms, long since past, but fraught with too many agreeable sensations ever to be forgotten. I believe, that there is more pleasure in the reminiscence of different little casualties of “flood and field” that have happened to us, in times gone by, than one actually experienced when they occurred, but even making a proper allowance for this feeling, there can be no doubt, but that, we did get a vast amount of amusement, and passed many a free and joyous day with a certain dear old craft we had purchased about the period I am speaking of.

In taking the reader however back to those days, we are not going to give the exact date, when we possessed a seventeen tonner of the old

school, called the D, as though the remembrance of my old love is pleasant enough, the reflection that many a summer has, since then, gone to the wrong side of the ledger, is not so pleasing, and our horoscope also is getting too tender a subject to be openly dealt with; we will therefore merely content ourselves by saying that "once upon a time" we owned the above named craft, leaving the exact date to the imagination of the reader.

Now, as we happen to have rather an aversion to the proverb of "*de Mortuis*," and consider that fair criticism on the merit and demerits of the departed, cannot hurt *them*, and may serve to instruct *us*, in imitating those qualities worthy of imitation, and rejecting the demerits that should be avoided, we shall not scruple so far as lies in our power to give a true and accurate description of our quondam favourite.

The length of the old D. was nearly, or a trifle under, three times her beam, proportions looked upon in those days as symmetrical, but which are now considered more descriptive of an article called a "tub" than any other aquatic contrivance. She was shallow, with a hollow midship section, and was what might be termed a light vessel for her size, the consequence being that though when properly handled she would ride safely and easily over any amount of troubled waters, you could never make a passage with her against stormy wind and much of a sea, as any attempt to force her under such circumstances only resulted in one half of the hull being too speedily

"Though lost to sight to memory dear,"

in every mortal thing that could float being washed off the deck, and in the crew as a matter of course being drenched to the skin. Unlike the vessels of the present day, the D. had no power or weight to carry her through, even one large wave by her own impetus, so that every now and then, when one was obliged to ease her with the helm and take the pressure off the canvas, she would completely lose her way and stop dead almost immediately. It may therefore be readily conceived that it was a somewhat heartrendering and tedious task, endeavouring to beat her against adverse wind and sea, while trying to weather some noxious headland or to save a tide over some bar obstructed harbour.

Her interior accommodation was of course affected by her light draught of water, and there was a want of height in the cabin, which was inconvenient, still the old D. was not uncomfortable below with her two bunks under the deck and seats in front of them in the cabin, where one sat round a well contrived table under a booby hatch. She had but one cabin, so that a good roomy fore-castle for the crew, completed her

"down stairs" accommodation. As regards the said booby hatch, I look upon it as an invention of the enemy, and no doubt it has derived its name from the originator, as of all foolish contrivances for taking up room on deck and for making a vessel crank commend me to a booby hatch.

On deck the D. was very much cramped on account of the room taken up by the aforesaid hatch, and also by a large cockpit, which I take it is another invention of Mr. Booby, and about as dangerous a thing on a coast such as ours, abounding with races and over falls, as can be imagined. With respect to her rig she was both cutter and yawl, but for more reasons than one we used her the year I allude to as a yawl.

The officers consisted of the owner as captain and mate, and the crew of one AB, called Will, who had to perform all the duties requisite for the proper working of the good ship, and what with keeping watch, and splicing ropes, cooking and sleeping, not to mention an occasional shifting of jibs in such lively places as Bardsay Sound we had enough to do; and I don't remember that either officers or crew were in the habit of complaining of *ennui*. At sea it was all well enough, and we could handle the yacht without difficulty, but in getting underway in a crowded harbour or coming to an anchor under similar circumstances, it was very often uncommonly sharp work.

Having mentioned my crew, I must introduce him to my readers, as Will is a somewhat important personage in my narrative. He rejoiced in the patronymic or matronymic, for I will not vouch which it was, of Jones, but as this was not sufficiently descriptive in a port with a Jones on board every smack, and another in every other house in the town, we were constrained to tax our ingenuity to find him another name, and hearing by accident that his mamma was a "lady from Plymouth" we forthwith named him Will Plymouth, though we had afterwards reason to suspect the compliment was a doubtful one.

Will, with all his faults, was as thorough a seaman as ever trod a plank, he was none of your everlasting coasters, but had been all round the world, and was one who had seen "men and things," he had always his wits about him when we got into any little trouble, and in the forecabin over a quiet pipe he could spin many a good yarn of the vicissitudes that had overtaken him in foreign parts. In short afloat he was A-1, but ashore I fear that the frequenters of the "Cock and Bottle" could give a better account of his proceedings than any deputation from the S.P.G. Will's personal appearance was not much in his favour, as though gentlemen of the Jewish persuasion now advertise to lend an amount of money on personal security, we fear that our friend's appli-

cation for a loan on those terms had been refused, if ever made, as his wardrobe was at a very low ebb when we first made his acquaintance,— soap was to him evidently an alien compound, and though an occasional peep at some stray spot of skin proclaimed him of Celtic origin and as we were told, an offspring of “my lady” of Plymouth and papa Jones, there was a certain amount of wool above the head savouring somewhat of the touch of the tar brush, but how it came there deponent sayeth not.

Wages at the time I speak of were low at the little port of P. so that Will Plymouth was glad of a berth for fifteen shillings a week, and for that small amount we sailed the D. that season; a somewhat different sum total to that for which we could sail a seventeen tonner of the present day, when our masts as well as our wages are of different dimensions.

And now having given a brief sketch of the yacht, and her crew, I must transport my readers to a somewhat doubtful looking day in August, when we strolled down from our shore going diggings, to the harbour, for the purpose of ordering preparations for a cruise we had in contemplation. We found Will Plymouth at his post, and gave him instructions to have every thing ready by ten o'clock that night as we intended running over to the other side of Cardigan Bay, thinking it better to start at night, so that we might make the little port of B. the next morning, and have plenty of daylight before us, to running for a lee shore, and bar harbour with night coming on, and a sea rolling on to that coast, as it knows full well how to roll in Cardigan bay.

Will received the necessary orders, and in due course appeared on shore for a small basket of creature comfort for the voyage, and though he pointed to the sky, which certainly boded no good, and scratched his woolly head, he promised that the yacht should be ready in due course. Towards evening the wind freshened considerably, and altogether the weather did not look exactly of that description which one would have chosen for going to sea for pleasure, but hope as usual told a “flattering tale,” and we bolstered ourselves up with the idea that it “looked as if it would clear,” and proceeded at the appointed hour to the good ship.

On getting down to the harbour, the first thing we saw was the dinghy high and dry ashore, and no signs whatever of the crew, and after waiting some considerable time and no Will making his appearance, we launched the dinghy in the faint hope of finding him on board; if any such hope ever existed, as how he was to get on board without the boat it would be somewhat difficult to imagine, it was soon dispelled for after searching every hole and corner of the D. we could find no trace of Will

whatever, and as we had no intention of running the gauntlet of all the back stums of the port, while searching on shore for our friend, we returned to our domicile, anathematising on the way sailors in general, he of Plymouth in particular, and vowing eternal vengeance on his woolly head for disappointing us of our cruise.

There was however some consolation for us that night, as we heard the rain driven against the window by heavy gusts of wind, telling plainly of the half a gale of wind that was evidently blowing outside from the S.W.

CHAPTER II.

“ And if we do but watch the hour,
There never yet was human power,
That could escape if unforgiven,
The patient search and vigil long
Of him who treasures up a wrong.”

THE following morning brought with it a somewhat happier state of things, the sky looked clearer, the clouds were breaking up as well as flying higher, our barometer had an upward tendency, and really we almost felt inclined to be amicably disposed towards Will, who had without doubt, saved us from a night's dusting. For all the better appearance however friend Eolus was by no means idle, but was still puffing away with that vigour with which he is so graphically portrayed in the corner of some of the old prints one occasionally meets with.

After breakfast we made another cast for friend Will, still determined if we could come across him, to make our passage to B. as though foiled the night before we had a sufficient amount of the British element about us to keep pegging away until our end should be accomplished. This time on arriving opposite the yacht, we found the dinghy astern, and after some considerable exercise of our respiratory organs we saw a head protruding from the fore-scuttle. Our request from the said head to know where Will was resulted in an acknowledgement that said head belonged to the individual in question ; but it required that faith which would remove the whole range of Welsh mountains to have credited the assertion.—It was simply impossible.

Will's complexion was certainly a singular one, but it was nothing in comparison to that of the object before us. Will proper had no moustache, his eye brows, divested of the soil that found too ready a nest there, would have been scarcely visible, and in other respects there w

nothing marked about his countenance, but the face now above the coamings of the hatch, had a moustache of superlative size and blackness, and such wonderfully marked eye brows, with a species of counterpart below, as altogether baffles description, while down the nasal organ ran a ridge of apparent hair as dark as Erebus. In short it really seemed as if my crew had been suddenly transformed into a tattooed New Zealander, and it was with no small misgivings that we invited the creature ashore.

A nearer inspection proved the head really to belong to Will, and my risible faculties would have found vent in the most uproarious merriment had he not on jumping out of the dingy remarked in the coolest way possible that he supposed "the weather had prevented our coming down last night"! It was of no avail that I assured him most positively that not only had we been down, but that we had in vain searched for him in every corner of the vessel, as he still swore me out that he had been on board all night, and that I must have overlooked him among the sails in the forecastle, I really was too much taken aback by Will's self possession to say anything, and, but for his face, I should have thought my night's search must have been a dream, so that I allowed him to go on dilating on my want of discernment in not discovering him, as well as of his own drowsiness in not allowing him to hear me come on board, until we got alongside, when jumping at once down to the cabin and bringing up a looking glass, I suddenly put it immediately in front of his face.

Murder will out, as the saying is, and I never saw a greater look of astonishment, not to say dismay, mixed with contrition than was depicted by him of Plymouth's countenance, on seeing the reflection in the looking glass, and no amount of evidence that I could have produced in proof of my assertion, would have been half so effective as that little mirror. It was now my friend's turn to be taken aback, and staring with bewildered look, first at the glass, then at me, he could only mutter "Jack by Jingo," and then with eyes cast down wait for the next move of the play.

By aid of our own ingenuity and pains taken in cross questioning Will, we learnt that one "Jack by Jingo," (also a Jones in the habit of using that expression and therefore so called,) had been his boon companion at the "Cook and Bottle" the previous evening; and having no doubt a stomach of stronger material than his bosom friend he had fairly seen him under the table, where in order to indulge his artistic task as well as to commemorate his victory over Will in a manner which would be conclusive to the latter,—he had corked his face as described and on waking early the next morning, Will, who never thought of looking at a glass,

had rushed straight on board without seeing any one until making his appearance before me. He was of course for immediate and summary vengeance upon his associate, but we explained to him that we intended starting at once for B. and that he could not possibly leave the yacht.

Will's nerves had been no doubt somewhat affected by the night's debauch, for he evidently had no stomach to face Cardigan bay that day, or I might be doing him wrong and it may have been the desire to "have it out" at once with "Jack by Jingo" that caused him to make every sort of excuse for not going out, summing up his little catalogue of per contras by telling us that there was "no water on board." He little knew that these last words would seal my determination, and forgot that another besides himself had an account to settle, who also might entertain the spirit of vengeance, and no sooner did we hear that there was no water on board, than we inwardly chuckled at the opportunity thus given us of gratifying the spirit of revenge that had received an extra stimulus by the attempt made to overreach us.

Great therefore was the astonishment of "the crew" when we explained to him that being in a dry harbour, the tide fast ebbing, and the yacht nearly aground, we had no time to procure water, and that we must therefore go without; but still greater was his astonishment when suiting the action to the words we slipped the moorings; ran up the foresail and started down the harbour on our voyage.

Will doubtless thought that we had suddenly become demented, as to start out to sea without water seemed to him the very height of folly, but there was more method in our madness than was dreamt of in his philosophy, as we felt that so far as we ourselves were concerned, a couple of bottles of "soldiers' water" we knew to be on board, would keep us from feeling any thing more than a trifling inconvenience for four-and-twenty hours, while Will's parched lips and blood-shot eyes and doubtless also, dry throat, bespoke a general state of feeling that would be frightfully aggravated by a want of the pure element for that length of time, and we exulted over the prospect of such perfect and speedy revenge, and also at the idea of giving Will a lesson he would long remember for not having had every thing ready according to orders the night before.

Once clear of the harbour, with plenty of sea room, we got to work reefing the sails and setting the storm jib, as we found a strong double reefed mainsail breeze and a lop of a sea outside which seemed likely to test the powers of the old D. to the utmost. It took us some little time

to get the sails fairly set, and every thing at aunto when we jammed the yawl hard on the wind with the view of weathering the Sarn Badrig.

As the Sarn Badrig may be a foreign name to many of my readers, I may briefly describe it as a most dreaded reef running for about four miles from, and at right angles to, the Merionethshire coast; midway between Harlech and Barmouth, it is covered, except at low water spring tides; and is one of the most dangerous reefs on the Welsh coast, as the loss of many a noble ship and her gallant crew can testify; and it is where some years ago a sad tale is told of the total loss of a yacht, her owner, his family, and every soul on board. In calm weather as well as in foul weather, it is alike dreaded as the indrought towards Portmadoc harbour, in light winds is too apt to draw a vessel on to this insatiable destroyer. It was this reef that we now wanted the D. to weather; but so much time had been taken up with our start, that before we had got half way to the buoy, which is about a quarter of a mile from, and marks the wind of, the causeway, the flood tide began to make, and the D. perceptibly to fall off. We kept her however as hard at it as we could, and think that we got all that it was possible to get out of the old craft, but all was not enough, as after hammering away for any length of time, we at last caught sight of the buoy as it was lifted on the top of a large wave, but found ourselves two miles to leeward of it, and the Sarn Badrig to leeward of us again in one long line of foaming breakers.

Will, all this time had been sitting with his hands in his pockets on the booby hatch, looking as wretched and miserable as one could have wished, and receiving over him any quantity of water, though not the sort my friend would have liked, which the D. with her accustomed liberality was throwing over her bows; his face was more quaint than ever, as the salt water had completely spoilt the beautiful painting of "Jack by Jingo," and in lieu of the perfectly delineated moustache and eye brows nothing could now be seen but brown and black furrows marking his disfigured bust. As yet not a word had passed between us since we had settled down to our work, but as we neared the causeway and saw the huge waves, caused by the high wind the previous night, breaking grandly but awfully over it, he coolly turned to me and asked if I wanted "to be lost on the Sarn?" "Lee helm," was my only answer, as putting the yawl on the port tack, we gradually gave a wider berth to the broken water.

And now we had got the old D. on her worst point of sailing! with a strong adverse flood tide on her broad side, and a nasty sea on her weather bow, she would be driven from the crest of each wave, and at

every lurch we felt her drifting under us into the trough of the sea and perceptibly going to leeward, instead of spinning as it were, and creeping up to windward as she should have done through every wave, and in the very teeth of such adverse circumstances as we were then contending with. But it was not in her, and we soon saw that if any thing we were rather losing than gaining ground, and that it would be impossible to weather the Sarn Badrig in time to allow of our making B. while daylight lasted, so we made in for the land again with the view of getting smooth water, and making for St. Tadwall's roads, where we eventually arrived and anchored for the night, a long way from the shore to prevent the idea being entertained of holding any communication with the natives and pure water.

Time would fail us now to tell how gloriously broke the next morning,—how we enjoyed *our* breakfast and the last bottle of soda water with the "smallest taste" of O.D.V. How we half filled the said bottle with salt water as bait for Will when we sent him to *his* breakfast. How in the "finest breeze of the season" we caught enough mackerel to fill half the dinghy.—How we finally reached our port and landed, Will immediately rushed to the parish pump where he would probably have been to this day had not the blue Peter re-called him to a sense of his duty.—How Will Plymouth eschewed all bad companions and "Jack by Jingo" in particular, and how every thing was always ready, and water especially, from that time forth for ever more.

NOTES ON THE YACHTS AND YACHT RACING OF THE PAST SEASON.*

MR. EDITOR.—Before entering on the 3rd part of my subject, I wish to notice two letters which appeared in the last number of the *Magazine*, one on the old question of "the Measurement of Yachts", the other signed "Veritas", concerning the value of the prizes I had computed as won by the Niobe. I am always extremely glad to have any of my, no doubt numerous, inaccuracies corrected, and think that the chief use of such a means of communication amongst yachtsmen, as *Hunt* affords is the opportunity of having errors set right by letters from others who are better informed than the writer, and in this spirit I hope I received the rather sharp taking to pieces which I got from a correspondent signing himself "Ultra Marine," in the May number

*Continued from page 67.

of last year, and who like "One who has Doubled Both Capes," came down upon my measurements, and very properly pointed out that the length and beam given in some cases, when worked up according to the Thames rule, would make certain vessels to be of much greater tonnage than that at which they are accustomed to figure on "the correct card." To this soft impeachment I now, as in June last, at once plead guilty; but can only repeat that when I do insert figures in any article I write, they have always been given to me "by those who ought to know them," and that tho' I cannot vouch for their accuracy, I perfectly well know what size the problem when worked out will give. However as the subject is of the greatest importance to racing men, especially when so many races are lost and won merely by a few seconds of time; and as they have no jockey club or stud book to appeal to as in the kindred case of weight for age in horse racing, I will make a few remarks upon it before passing on to other matters.

From the time that the rule, commonly called the Thames rule of measurement was universally adopted by the various yacht clubs, I, in company with many others who took an interest in racing, naturally thought that when all vessels were measured by one rule, and where that rule comprised only two such simple and matter of fact dimensions as "the length on deck from fore-part of stem to after-part of stern-post" and "the extreme beam from outside plank to outside plank in the broadest part of the yacht," there could be no discrepancies, and that the first act of an owner or builder when turning out a racing, or indeed any vessel, would be to ascertain these dimensions, beyond the possibility of doubt, and then counting up the score according to the rule given, which any child could do, fix the future size of that vessel, not merely for racing but for insertion in *Hunt's List*, the various yacht clubs, and all other purposes to which a mere pleasure vessel could be put, except indeed for insertion in her register, from which all customs and other dues being calculated, it would not pay so materially to increase her nominal size as the before mentioned rule would do. In this however I was mistaken, each owner and club secretary continued as before, to put down some fancy size, and forwarding that to *Hunt*, he naturally published it, and thus Alarm got to be spoken of as a 248 schooner, being but 238 Thames measurement, Arrow as 102 tons enough racing as 94, Vanguard as 60 tons, "*cum multis aliis*," while all more remarkable to say vessels used to race one day as one size and the next as another, and yet under the same rule.

On looking into the matter more narrowly, however I began to attribute part of this confusion to a sort of postscript or addenda to the

plain direction for taking the beam as given above, which has somehow got tacked on to the rule itself, viz., "that a certain allowance should be made for the wales," and that some should not exceed two inches in thickness, which has lately been altered into a direction that the measurement should be taken "*above or below*" the main wales, and as such it now stands in the rules of the Royal Thames, London, and some others. This frittering away of a plain and simple rule, appears to me a great source of confusion, and opening of a door for chicanery; a wale is a plank and nothing but a plank, and if to have wales be an advantage to the vessel they should be measured against her, as much as any other plank, and according to the Royal Mersey, Cork, Irish, and other clubs very wisely leave out this postscript, and I hope the new Code of rules will do so likewise, if they continue the rule at all; or rather introduce some such words as in the Prince Alfred Club, viz., "no allowance being made for any kind of wales or doubling planks whatsoever," which would make the matter clearer.

In order, however, to prevent all confusion and heartburning arising from different modes of applying the rule, and as it is not always easy to get the exact beam, I would suggest that the clubs should combine and appoint a professional measurer, at Portsmouth, Dublin, and Greenock, and that each vessel wanting to enter for any race, should be required to produce a certificate of one of these three men as to her size, for which a fair fee, say £1 1s. 0d., might be paid, and without which she should not be allowed to sail. I may perhaps add here to satisfy the doubts of your correspondent, that I am not responsible for the measurements given of the Arrow, altho' I wrote the article in question, but they were filled in by Mr. Chamberlayne himself, and that those of the Vanguard and Cambria were, as I stated at the time I gave them, kindly furnished to me by Mr. Ratsey, and that I believe the reason why these vessels respectively sail as so much smaller than these would make them, is the allowance made by the measurer for their wales, as a reduction of two inches on each side in the beam considerably reduces the tonnage.*

With respect to the Niobe, I did not know of the protest by which the Condor was disqualified, and the prize handed to the 2nd vessel, nor do I think it was noticed in your *Magazine* or any of the sporting

* In illustration of this confusion I may mention that the Egeria received a certificate last year from the measurers of the Royal London Club, that she was only 146 tons and a fraction, while she has always hitherto sailed as 152 tons, and was measured as such by the Royal Yacht Squadron, and, Royal Thames Clubs under precisely the same rule.

journals; but I admit that adding the amount of the cup £60, and sweepstakes £15 to the Niobe's winnings does fairly place her at the head of the list, as in 1865, and still more redounds to the credit in defeating much larger opponents. She is a wonderful little craft of her inches, and will I trust revisit Irish waters this season, especially as arrangements are likely to be made by the Royal Cork, Mersey, Irish, and Northern Yacht Clubs not merely to have their regattas at convenient distances, but also to arrange their programmes on such a principle that each class of vessel will have a fair chance at each port, and not allow one to sweep away all the large prizes and that perhaps with very little competition.

I now turn to the two-masted vessels which have been greatest winners, and find Cambria and Egeria bracketed together at the head of the poll, and each with £400 attached to her name. The Cambria was fully described when still on the stocks in my Notes on the Racing of 1867, and a successful career anticipated for her; indeed it could scarcely be expected when a gentleman gave an unlimited order to such a builder as Mr. Ratey, and went into the sport with such spirit, that he should not obtain a fast vessel; Mr. Ashbury has certainly done so, and an extremely handsome and powerful one into the bargain, and those who saw her contend with the Aline last autumn in strong breezes, and especially observed the way she carried her two topsails up through the squall off Portsea, in the race for the Tradesmen's cup at Cowes, could not but admire her. I expect she will still higher advance his name this season, both on this side of the Atlantic and the other, though I think both Alarm and Egeria quite able to hold their own with her in smooth, and Aline hers in rough water. The Cambria did not begin very luckily, having been beaten by Egeria and Gloriana in the river, in both the Royal Thames and London matches, and by Gloriana and Condor in the race to Dover, where she did not distinguish herself at all. The taking off her lead keel however, and other alterations seemed to improve her, as in the voyage to Cherbourg the next week she sailed extremely well, but was jockeyed on the post by the Gloriana, a fate which befel her again in August at the same place at the hands of the Aline, and on her way to Ryde she was beaten in a private match by the Condor. Once in her builder's hands again she was considerably improved, and scored her maiden win in the Tradesmen's cup at Cowes on the 6th of August, the luck which had been hitherto dead against her, having veered into her favour as Egeria was well within her time, going past Portsea on second round, but in a threatening squall of wind and rain, and remembering her

misfortune in the Queen's cup of 1867, she lowered her topsails and topmasts, and when the black clouds around ended in rain, instead of wind, could not get them up in time to save being beaten by thirteen seconds, the schooner and Lufra yawl beating all the cutters, even without time, over a reaching and running course with a strong breeze.

Next day was again strong, and a very heavy sea outside the island, when size and power told their tale, Lufra arriving first, with Aline close on her heels, and Cambria though she failed to reach Aline, saved her time, but only by five seconds from Egeria. Cambria continued to improve all the remaining races of the season, her race to Cherbourg with the Aline being extremely fine, and the prize quite her own, until by a piece of very smart manœuvring on the part of her skipper, who had been her mate for many years under his brother, (who had been promoted to Guinivere,) the Aline nobbed the Cambria on the very post and won by a head, a position which she however reversed on the return journey; and she gallantly again beat her larger opponent in the great Anglo-American match when the two schooners showed that on a reaching and running course, they want no time even from such antagonists as Oimara and Condor. Rumour hath it that Cambria will come out considerably improved this season, and at least no money or pains have been spared to do so, as the slight hollow in her bows has been filled up, her masts bored and lightened, and a new lead keel put on, and we may expect to see splendid matches between her, Aline, Alarm, Egeria, Gloriana, and Albertine, not forgetting the Pantomime, which has also been lengthened and improved, and we trust some of the American schooners will also make their appearance in the Solent to answer Mr. Ashbury's challenge.

The Egeria did well in the first races of the season, beating the Cambria, and except for having no chance on a light day with Oimara in a dead beat of some twenty miles back from Rockabill, when trying to finally retain the flag-officers' cup of the Royal St. George's Club, was almost unbeaten, except once by Gloriana in the Thames, until the Solent festivities commenced; and then she had to contend with the serious disadvantage of her skipper's illness, he being hardly able for the whole fortnight to sail or steer her, notwithstanding which, under the able pilotage of H. Gibbons, she sailed very well, and only lost her two races to the Cambria by thirteen, and five, seconds respectively. The Queen's cup she fairly won, and as to the decision of the committee I can only say it has been the wonder of every yachtsmen who has heard of it. The Egeria will also be improved during the winter, and in light weather probably do as well as any, but her want of beam for her length,

will always tell against her in racing with such craft as *Cambria* and *Aline* in strong breezes. The last named also sailed beautifully, and looked as handsome as a picture, and would have certainly won the Queen's cup at Cowes if she had not carried away her gaff. She can I think beat any of the lot in real strong winds and rough water, while *Gloriana* which comes third on the list of prize-takers will about do the same in very light weather, and over a river course.

It will be interesting to see what the old *Alarm*, (who it is said will appear with a splendid new fit out,) will do alongside her newer sisters, and I expect to find my remarks as to the new and old lights fully verified by her performance.

The *Pantomime* is rather too small for the others, but is an extremely nice vessel, and much my fancy, while *Albertine* is ugly in the extreme, but very able; and both would give a good account of most antagonists, except the great cracks. No new ships are reported as coming out, and except the *Lufra* in the large, and *Amberwitch* in the small classes; yawls are "but a thing of naught." A great pity in my mind, as they are far handier, and much faster than schooners, and if *Steele* got an order for a composite vessel about 110 feet long, by 22 feet beam, much on the lines of the *Oimara*, but with slightly more power, I do not doubt she would astonish some of the racers, even if moderately rigged and sparred. Before leaving the two-masted vessels I must not forget the *Guinivere* who though exceeding that number last year, being a sort of schooner-yawl, is to be rigged next season with a boom of more than 80-ft., and a mainsail which will make even that of the *Oimara* hide its diminished head, and if she goes in proportion better than she did last year she will indeed be hard to beat, especially in a Channel match, while her fittings and appointments are really worthy of the taste and experience of her owner, and leave nothing to be desired even for a gentleman of the extensive notions who writes to *Hunt* under the long title I have quoted already. The prospects for the ensuing regattas seems extremely good, as all the cracks of last year are likely to appear, with the new *Seabird*, to increase the number of the largest class cutters, and the old *Alarm* and *Guinivere* that of the schooners; while rumour hath it that the *Vanguard* is likely to find a new owner in a gentleman well known in the racing world, when her matches with *Fiona*, *Volante*, and old *Mosquito* will be extremely interesting. The smaller class schooners will also be reinforced by the *Flying Cloud*, whose owner, a most enthusiastic yachtsman has been abroad for some years, and by the *Gertrude* which is hauled up for alterations and improvements, while the new 40 tonners, *Muriel*

and Esmy, will greatly add to the fleet who contest the smaller prizes, and I trust will meet Xema, Kilmeny, Torpid, Phantom, Thought, and Amberwitch in many a well fought field.

The committees of the various clubs on the Irish sea and St. George's Channel, have been already in conference as to the order of holding their sports, and the Royal Cork open the ball on the 29th and 30th June, followed by the Royal Mersey on the 5th and 6th July, Clyde Club on the 10th, Royal Northern 13th and 14th, Bangor, (Belfast) 17th, Royal Irish on the 21st and 22nd, and Prince Alfred (big match) 24th, and thus giving the racers ample time to go from one port to the other, and back to the Solent for the Royal Yacht Squadron on Monday, 2nd August, while Plymouth might fill the gap and form a halting point between the Thames and Queenstown in June, and Torbay or Falmouth between Kingstown and Cowes, in the latter end of July. I hope also to see some uniformity of programme amongst the clubs on the West coast, and would venture to suggest a prize of £100, divided into £75 and £25, for all vessels on the 1st day, allowing schooners to enter at $\frac{1}{4}$ ths, and yawls at $\frac{1}{2}$ ths, their real tonnage, with prizes for vessels under 40 and 20 tons respectively; schooners and yawls to class in like manner as above. On the 2nd day I would give a similar sum for yachts not exceeding 75 tons, schooners and yawls, with the same allowances, and other prizes for 35 and 15 tonners.

This would be fair, giving all sizes a chance, and probably insure much better entries than have latterly been the case when prizes were offered according to rig, and where Vanguard, Volante, Sphinx, Vindex, Niobe, Phryne, and Avalanche had to meet Oimara, Condor, and Fiona, in open waters. A match between Alarm sailing as about 145 tons, Aline, as 135 tons, Oimara, Arrow, Condor, Egeria 96 tons, Gloriana, 88 tons, Fiona, Leah, Seabird, Menai, &c., &c., round the Sovereign Islands or North-west lightship would be a grand sight, while on the 2nd day the 2nd class I have named above with Flying Cloud, Fleur-de-lis, Madcap, Persis, Gertrude, &c., would be especially interesting, and the new forties would probably also try their hands, if a fair scale of allowance for tonnage was given. Above all I would impress on these committees the absolute necessity of doing away altogether with a rule that has done more to destroy sport than any other ever penned, "*three to start or no race*," which may do well enough at a regatta confined to a particular club, but for open regatta it is simply suicidal. Who would send their vessel from the Thames to the Mersey, on the chance of a race, when it is in the power of any other owner who may have entered but does not choose to start to say

all the sport of the others? and I greatly wonder all owners have not long ago made a counter move by combining never to send their yachts to any port where this rule was in the programme. The true way to make vessels come is to let owners know that, if once entered, any craft arriving is sure of her prize being allotted, and so far from such a practice causing walks over, it would be the sure way to prevent them, as then every vessel would try her best to reach the port in time.

I have now, Mr. Editor, taken much of your space, and must wish you and your subscribers adieu; I trust to have the pleasure of giving a chapter of gossip from our coast before the season regularly opens to detail any shaves I may pick up meantime, and to have the still greater pleasure of chronicling in your pages an unusual number of well sailed and gallantly won races, before the season of 1869 follows its predecessors, to that "bourne whence no traveller returns," and thanking you and your long suffering readers of this yarn for their patience.

I remain, yours, &c.,

RED, WITH WHITE MALTESE CROSS.

AMERICAN YACHTING MEMS.

As this is the dull season, perhaps a few gossiping lines on yachting matters on this side of the Atlantic may be acceptable to the readers of the *Magazine*. The forthcoming races between the *Cambria* and yachts of the New York Squadron, furnish a very common theme of conversation among yachting men, and regret is expressed that the *Cambria* will probably have no competitor in her Atlantic voyage, as she has so properly and reasonably declined to race with the *Dauntless*. I have never heard any yachting man demur at the refusal, although all the papers allude to it; but with customary unfairness they never give the reason. The *New York Herald* reproaches the owner of the *Cambria* for offering to sail with the *Phantom*, and say he shows no desire to tackle any of the other yachts of the club. The challenge certainly includes any of the yachts of a size with which the *Cambria* is fit to compete on even terms, but that is something our Yankee friends do not like, they always want some advantage to begin with. As the *Dauntless* is nearly double the tonnage of the *Cambria*, the insinuation that the owner of the latter is desirous to have an opponent of smaller tonnage than his own comes with very poor grace, considering that the difference between the *Cambria* and the *Phantom* is but 6 per cent.

I cannot but regret that the races here are to be around Long Island. In sailing through a comparatively narrow strait like the Sound, so much depends on mere chance that the interest of the struggle is greatly decreased: one or other of the yachts may happen to reach Hell Gate just at the end of the ebb tide and slip through, while the other, only a few minutes later would not be able to stem the rapid current, and must wait for the return tide. The same thing to a smaller extent may happen at Plum Gut, should that place of eventful memory not be barred out.

Some years ago when Mr. Bennett owned the sloop Rebecca, she came through the aforesaid Gut instead of rounding the Island beyond, and in consequence lost the race; whether it was by accident or design I do not know, but the supposed mistake subjected Mr. B. to a vast amount of chaffing, which lasted for months after the occurrence.

It is the opinion of many that the race would be far more satisfactory if it were from the lightship off Sandy Hook to the lightship off Cape May, or say from Newport around Block Island and back. The latter course is about 45 miles, and is a favourite "spin" with the New Yorkers.

I paid a visit to the Sappho on Christmas day, and was very kindly shown over her by the man in charge of the shipyard. He was vastly indignant at her failure in England, attributing it entirely to bad sailing and the carrying away of her fore-topsail, spirit, and jib-boom. He declared Mr. Ashbury had limited the race to craft of a certain tonnage expressly to bar out his old opponent, knowing how surely he would be beaten under more favourable circumstances. It is certainly strange that the Sappho, under sparring, as they say she was, should carry away her sticks while fully sparred British yachts should lose nothing.

One thing is pretty certain, in my opinion, the Phantom to say nothing of certain of her compeers is a far more formidable antagonist for ordinary racing than either the Dauntless or the Sappho.

The vexed question of measurement is a subject of frequent controversy, and truly, it is a hard matter to settle. Among vessels of a similar model as are most American yachts—the system adopted here of measurement by length alone appears a very good one, but to apply the same rule to an English yacht would be the height of absurdity. It is very true that to a certain extent, length gives speed; while lack of beam certainly diminishes the power of carrying sail, and this deficiency must be remedied as far as possible by increasing the depth. On the other hand,—beam gives stability to a far greater extent than depth, but the shape is incompatible with very fine lines. Width necessarily

increases the power both to carry sail and go over or through a sea that would seriously embarrass a smaller opponent: Of course the narrow yacht with her finer lines does not require such an enormous pressure of canvas, as she moves with more facility than her beamy sister. But this question had better be left to more experienced men. I wish merely to show that for a Transatlantic voyage, a large vessel like the *Dauntless* would have a very decided advantage over her smaller antagonist, an advantage which disappears in smooth water.

My own opinion is that the truest mode of measurement between vessels of different models is undoubtedly displacement. The question is, whether a long deep vessel, or a short wide one is the best. The former would usually do best to windward on account of her depth, while her length will help her in going free. The latter will usually do best off the wind, as her light draught and consequently small resistance below, aided by her large sails, enable her to move more rapidly.

The Boston Yacht Club is in a very flourishing condition, and will elect new officers in a few days. There is but little doing this season in building, and the few craft in process of construction are small. The *Henrietta* of Transatlantic fame has been chartered by Gen. Von Allen, for a three or four months' cruise in the West Indies and on the coast of the Spanish main. She was heard of a few days ago at Bermuda. The *Eva* of the New York Club is somewhere on the southern coast. She is a craft of the wide school build, about 66-ft. long and 22-ft. beam, round stern, giving her much the look of a pear cut in two longitudinally—I cannot say I should like to go to sea in her, though she is said to be very fast in moderate weather.

Mr. Voorkis, Commodore of the Atlantic Club is building a sloop 62-ft. keel, 71-ft. on deck, 21-ft. 5-in. beam. She will be 88 tons burden and draw about 5-ft. Of course she will have a centre-board.

The *Challenge*, of which her captain told such marvellous stories never entered on her yachting career. She was built by Mr. Lorillard, who put her into the fruit trade to see if she was fast before fitting her as a yacht. She made several voyages to the West Indies and Brazil, and was lost near Para. If the reports of her speed are to be credited, but it must be owned they sound very Munchausenish, she must have been by far the most wonderful sailing craft afloat.

I had the pleasure of being in Newport last August, when 26 yachts of the New York Squadron came in, and indeed it was a gallant sight. They were of all sizes, from the tiny "White Cap" to the noble "Dauntless." The latter is a magnificent vessel, but too big for a yacht. In yachting the fun is apt to be on increased proportion to the size of the

craft, especially when such proportions are reached. To my eye, the Phantom beats the field for beauty, and I would certainly be quite ready to put my "pot" on her for speed. She is far too pretty to be painted white, as it hides the lines.

The Alice is laid up a few miles away—no doubt many of your readers will recollect her at Cowes. She is a capital sea boat, but can't do much in smooth water and ordinary weather. She would stand a poor chance among English yachts of her displacement, though she might come out pretty well in length if any body was foolish enough to try. I believe she is about 52-ft. long by 18-ft. beam.

I saw in New York the other day an immense placard notifying the passers-by that the Nonpareil life raft was on exhibition. I take it the raft recrossed the Atlantic on board some other craft, if indeed the one here is not a copy only.

This desultory yarn might be prolonged to an indefinite extent, but I daresay this will be enough for the present.

Boston, January 19th, 1869.

H. B. J.

THE PROPOSED OCEAN RACE.

THIS race bids fair to go off, through the difficulty of finding a competitor for the Cambria, which the owner of the vessel is willing to accept, for an Ocean Match from the Isle of Wight to Sandy Hook. Vice Commodore Bennett promptly accepted the challenge of Mr. Ashbury, by offering to race the Dauntless against the Cambria; but Mr. Ashbury, as our readers already know, declines to make a match with Commodore Bennett, on the ground that the Dauntless is too large for the Cambria.

The tonnage of the Cambria appears differently in the records of her races In four of her races she is rated 188 tons, while in the others her tonnage varies from 185 up to 199 tons. This record shows a very loose and elastic system of measuring tonnage by the Thames scale.

The Dauntless measures, it is said, over 300 tons by Thames measurement and 260 tons by the New York Yacht Club scale, while her custom-house measurement is 180 tons only.

The method by which the tonnage of vessels was formerly fixed, both in England and the United States was to multiply the length by the breadth, and that again by one-half the breadth, which was assumed to be the equivalent of the depth, the product was divided by ninety-five, and the result was the legal tonnage. The effect of this ridiculous system was to ignore the actual depth and capacity of the vessel entirely. Whether five or fifty feet deep, her tonnage was the same. Shipowners naturally took advantage of the opportunity thus presented to them and built deep, narrow vessels of

enormous displacement and cargo capacity compared to their registered custom-house tonnage.

A great saving in tonnage and light dues on a deep vessel was thus effected, it being a prime object with the shipowner to obtain the largest possible ship on the smallest official tonnage. Within a few years Great Britain and the United States have discarded the absurd custom of counting half the breadth of beam as the equivalent for depth of hold, and instituted a more complex system, which aims to give the nearest practical measurement of the actual displacement and capacity of a vessel as the true official record of her tonnage.

The effect of this change, as will be readily seen, is to reduce the tonnage of a broad, shallow vessel, and increase that of a narrow and deep vessel. The result has been a general improvement in the models of merchant vessels, as they can no longer evade the payment of the tonnage and light dues which properly belong to their rated tonnage. The true measurement also makes a due reduction of tonnage for ships with very sharp ends, on the ground that if the shipowner has run out the bow of his vessel to obtain great speed she gains nothing in carrying power, and is not to be charged like a full bowed craft of similar length.

The tonnage of some of the extreme clipper ships, built fifteen years ago is reduced nearly one-third under the new system of measurement.

British yachts, as privileged vessels, not employed in trade, are exempt from the laws of measurement which govern British merchant vessels, and they choose still to adhere to the old measurement; which exactly suits the narrow and deep model of British yachtsmen, while it operates against the broad, light-draught American model. An English yacht which would measure 250 tons by the correct actual measurement applied to British merchant vessels, is reduced to 180 tons by the fictitious measurement of their yacht clubs, while an American yacht, really measuring only 180 tons, is by the same formula raised to 250. We prefer our model; British yachtsmen prefer their own; and a fair test of the comparative merits of the two would be a very interesting contest; but it is hardly the correct thing for the gallant yachtsmen over the water to insist that all the advantages of measurement shall go with their vessels. The extra depth of the *Cambria* is a fair set off against the extra breadth of the *Dauntless*, and would be so taken in the government measurement of England or the United States, which is the only true and fair formula for finding the actual tonnage of both vessels. It will be seen by an article from a late number of the *London Field*, that Englishmen believe in the superiority of the narrower beamed and heavily lasted yachts of England, such as the *Blue Bell*, *Egeria*, *Cambria* or *Aline* over the broad beamed and shallow draught vessels of America.

All right, gentlemen; stick to your text; stake your faith and the credit of your vessels on your favourite models; but is it quite fair for you who refer depth to breadth to ask us to ignore the first in counting the tonnage of your yachts, while you insist upon crediting our vessels with all the breadth they possess, and with more depth than they have. We can, with

as much reason, ask you to measure the tonnage of your vessels by taking double the depth of hold for the breadth of beam, as for you to ask us to take half the breadth of beam for the depth of hold in measuring ours. By the formula of measuring the actual length, breadth and depth of each vessel, the *Dauntless* measures 258 tons, and the *Cambria* 248 tons. This brings the *Dauntless* fourteen tons within the ten per cent extra tonnage allowed by Mr. Ashbury, and nearer to the actual tonnage of the *Cambria* than any other vessel that belongs to the New York Yacht Club—certainly much closer than the *Phantom*, which, by the same correct rule, would fall thirty per cent below the tonnage of the *Cambria*. The *Dauntless* is of course, a larger vessel on deck than the *Cambria*, but British yachtsmen say that her great beam is a mistake. Her breadth is therefore against her if they are right; below she is not as deep as the *Cambria*—and British yachtsmen again say this is a mistake and claim that the extra depth of the *Cambria* gives her a superiority over the American schooner. With both these advantages in his favor can Mr. Ashbury consistently refuse to close with Mr. Bennett's handsome acceptance of his challenge, and shelter himself behind the obsolete and ridiculous rules of measurement adhered to by the Thames Yacht Clubs? We think not. We believe that Mr. Ashbury will reconsider his refusal and decide to accept the *Dauntless* as a fair and worthy competitor to test, in a long ocean race, the qualities of the broad beam, light draught American model against his crack representative of the narrow beam and heavily ballasted yacht of England.

If Mr. Ashbury persists in his refusal to make this much desired match we hope the gallant Vice Commodore of the New York Yacht Club, the representative yachtsman of America, will challenge all England for a race across the Atlantic with the *Dauntless* against any schooner that may be named. We would have no anxiety as to the result, and we firmly believe that such a race would establish the superiority of the model which the *Field* rather contemptuously terms the "dish-bottomed model of America."

From Wilkes' Spirit of the Times.

THE PRINCE ALFRED YACHT CLUB DINNER.

THE annual dinner of this club took place on Monday, February 8th, at the Ancient Concert Rooms, Great Brunswick Street, Dublin, the chair being taken by Mr. Fielding Scovell, the commodore, who was ably supported by Messrs. T. B. Keogh and G. P. Thompson, the vice and rear-commodores. After the usual loyal toasts, including that of "The Duke of Edinburgh, the patron of the club," "The Yacht Clubs of the United Kingdom and Foreign Yacht Clubs" was proposed by Mr. J. Corrigan in a capital speech, in which he alluded to the achievements of the *America* of 1852, when she carried away to New York the cup presented by the R.Y.S., after beating our crack English craft. He hoped, however, that the challenge to regain that cup would be answered during the approaching season, and that the

Cambria would be successful in bringing it back, and holding the trophy against all competitors. He coupled his toast with the name of the oldest and most hospitable yacht club in this or any other country, that of the Royal Cork Yacht Club, and without wishing to draw any invidious distinctions, thought that their example of hospitality might be imitated with advantage by a certain distinguished yacht club in the south of England. Mr. J. P. Fitzgerald acknowledged the compliment and hoped to see all the members present partaking of the hospitality of the R.C.Y.C., at their regatta of the ensuing season,—“The ‘Guests;’” responded to by Mr. Foot, was followed by the toast of the evening, “The Prince Alfred Yacht Club, and Prosperity to Yachting,” proposed by Mr. R. Barklie, who had been one of the original founders in 1857 of the Irish Model Yacht Club, from which the present club had sprung. He alluded to its progress and efficiency in glowing terms, and attributed its success mainly to the great energy, tact, and good management of the honorary secretary, Mr. J. A. Lyle, whose name he coupled with the toast, which was received with hearty cheers.

The Honorary Secretary, in returning thanks, congratulated the members on the increase and prosperity of the club, which he said now mustered 152 members, with a fleet of 73 yachts, large and small, having grown from 38, with which it commenced under its new name in 1864. In that year it could afford only £42 in prizes, while last year they had increased in value to £165, besides the cup presented by Mr. G. B. Thompson, and next season there was every hope that they would reach £200. The increase of new members since 1864 had been so great that it was proposed for the future to limit the number to 200, and charge each gentleman seeking admission an entrance fee of £1 1s. while all entries for matches were to be abolished in order to induce a larger number of vessels to contend in each match, in which he thought it would be well to have no distinction of classes, so that a 10-tonner might compete with a 50-tonner if she thought proper to enter. The prospects for the season, he said, were excellent, and the committee proposed to recommend that the opening cruise to Lambay, so successful last year, should take place on Saturday, May 15, followed by a race for all classes on Whit Monday, 17, and another on Whit Tuesday, May 18, and a Corinthian Match (all hands on board any of the contending yachts being gentlemen amateurs), for a silver cup, value £30, on the Queen's birthday. Other races will follow on different days in June and July, including, probably, one from Bangor (Belfast) to Kingstown, on the way home from the Royal Northern Regatta to that of the Royal Irish, all of which would be fixed at the general meeting on the 3rd of May next, and concluded his speech amidst general applause.

Mr. J. M'Curdy proposed “The Flag Officers,” and in his speech made allusion to the Commodore's father as one of the most renowned yachtsmen of his day, and the old *Atalanta*, with which he had won so many prizes; and then to the yachts of the Vice and Rear Commodores, the latter of which (he Torch) he remarked might almost be ballasted with the cups she had won.

The Commodore, Vice, and Rear Commodores duly responded. Other toasts followed, and the company separated after a very pleasant evening.

CAPACITIES OF YACHTS AND ALLOWANCE OF TIME.

Mr. Charles H. Haswell, Civil and Marine Engineer has addressed the following letter to the Commodore of the New York Yacht Club, who has given permission for its publication :—

New York, January 30th, 1869.

DEAR SIR :—In compliance with the request of several members of your club to state my views upon the question now in discussion between the owners of the British yacht *Cambria* and the members of the New York Yacht Club (to whom he addressed a challenge), regarding the computation of allowance of time for the relative capacities or tonnages between the *Cambria* of the Thames Club, and any competing yacht of the New York Club, I submit the following :—

The propriety of an allowance of time, as it is termed, between yachts of different capacities arises from the circumstance that, other elements being alike, an increase of dimensions in a vessel gives greater relative stability, both longitudinally and laterally, and consequently greater capacity to carry canvas ; added to which finer water lines or an easier model may be obtained with a vessel having like stability, but greater length, and consequently greater tonnage. It is manifestly proper, then, that the larger vessel should give an allowance in time proportionate to the advantages she derives from her greater dimensions.

The character of the water lines, the form of the midship section, the relative proportions of the external dimensions, the stepping of the masts, the rig, etc., of a vessel, are the points in which naval constructors and yachtsmen differ, and in this wide field of contention each essays to attain speed and sea-going qualities according to their particular views or impressions ; and these being alone the points of rivalry, the instruments of it should be strictly confined to them. To claim credit for attaining superiority in speed, with the greater capacity for it, due to greater length, is as unjust as it would be to claim superiority of design, sea-going qualities, etc., in a vessel of greater burden than one of less dimensions, because she could carry a greater cargo.

So manifestly proper is a like standard of comparison between the speeds of yachts that all yacht clubs have a rule by which to determine what allowance of time should be made between competing yachts of different capacities. In some clubs this allowance is based upon the areas of the canvas in others upon their tonnage as computed by the laws of their country in the peculiar rules of measurement of the club.

Tonnage of vessels until within a few years was computed by the empirical rule of the product of the length and breadth, and that product the depth, divided by ninety-five, as a co-efficient of capacity in tons. Th

rule was amended by deducting from the length three-fifths of the breadth, and in double-decked vessels by taking one-half the breadth as the depth, and proceeding as before.

The British Government soon set aside these absurdities, and now compute the actual capacity or internal volume of a vessel by taking her actual dimensions at such a number of points as to give a just result of her volume, which is expressed in tons. Our Government, within a few years, has adopted the essential features of the British law, with some additions and differences not necessary to detail here.

Returning to the point at issue, it appears that by the external dimensions of the *Cambria* and *Dauntless*, which vessel is taken as a fair exponent of an American yacht, that their measurements as computed by their dimensions are respectively 222 and 246 tons, the depth of the *Cambria* being taken but at 13½ feet, or a difference of but 24 tons in favor of the *Dauntless* as to volume.

By the computation of the Thames Club, however, the *Cambria* measures but 188 tons, and the *Dauntless* 282 tons, and upon this partial and fallacious basis of capacities upon which to give or receive an allowance of time, the owner of the *Cambria* desires to compete with an American yacht.

Now as many persons may not understand how this wide difference occurs between yachts of similar actual tonnages, I will recite the cause of it. The Thames Club rule assumes the depth of a yacht to be half her breadth, whatever the depth may be, and as a rule of computation, their yachts having little proportionate beam and great depth, they are classed under very light measurement. Now, as the yachts of the New York Club have greater proportionate beam and less depth than the English yachts, they would be classed under this rule as having great measurement. The rule of measurement of the New York Yacht Club comprises the actual depth of the vessel, and under this rule its owners of yachts when competing with other yachts, are willing to sail and give or receive a just allowance of time.

Owners of yachts belonging to the New York Yacht Club, of like dimensions of the *Cambria*, are willing to compete with the owner of the *Cambria* upon the basis of an allowance of time, favorably or adversely to him as the case may be, provided such allowance is computed by a rule which shall express the relative capacities or volumes of the two vessels. To this the owner of the *Cambria* dissents, and proposes to sail under a rule of allowance as computed by the peculiar rule of the Thames Club, of London, -- which club his vessel belongs.

In order, then, to fully understand the bearing or effect of this proposition, it is necessary to examine the result of the application of the computation under the rule referred to, which assumes the half breadth of a vessel as her depth, without any reference to the depth, whatever it may be.

Now, as the *Cambria* has much greater depth than the *Dauntless*, the benefit of this element of volume is wholly ignored, while the *Dauntless*,

having greater beam than the Cambria, and less depth, is charged with depth at half her breadth, and, consequently, her tonnage is increased by an element or computation which does not exist, and which she does not derive any benefit from, added to which she is required to give time for it.

This is the case, and if the owner of the Cambria adheres to his position he subjects himself to the charge of an unwillingness to compete with the Dauntless upon equitable terms. Respectfully yours, etc.,

CHAS. H. HASWELL, Civil and Marine Engineer.

Hon. H. G. Stebbins, Commodore New York Yacht Club.

A CHALLENGE FROM SAPPHO TO CAMBRIA.

MR. William Douglas, an enterprising young yachtsman of this city, has lately purchased the Sappho from the Messrs. Poillon, and is now refitting and preparing her for a voyage across the Atlantic and a cruise in European waters. Mr. Douglas thinks—with many of his brother-yachtmen—that his fine vessel was not handled as cleverly as she might have been in the race of last year, and with a view of settling the question by a fair and decisive trial over a longer course than the one sailed over on that occasion, he addressed a letter to Mr. Ashbury, proposing another trial of speed between the Sappho and Cambria. Mr. Ashbury as the cable informs us, has promptly accepted the challenge, and named a route which we think should be satisfactory to the owner of the Sappho. It is from Cowes by Spithead, and thence around Eddystone, across to Cherbourg, and back from Cherbourg to Cowes, by the Needles and Solent. The entire distance is three hundred and twenty-four miles—one hundred and forty-five from Cowes to Eddystone, one hundred and five from Eddystone to Cherbourg breakwater, and seventy-four miles from Cherbourg to Cowes by the Western Channel. The racing vessels will probably have a chance to test their powers, by and large, close hauled and free, and if they are fortunate enough to meet with a brisk gale from the westward they will have sea enough to try their weatherly qualities. The Sappho will, of course, need the best channel pilot that can be obtained, and Mr. Douglas cannot be too careful in his selection of the man whose judgment is to direct the vessel's course through the shifty currents that sweep around the Bill of Portland and Start Point. If the right man can be secured for this duty, we believe the Sappho will reverse the result of last year's race, and gratify her owner and builders and their friends by winning in handsome style.—*Spirit of Times.*

Union Club, New York, Jan. 19th, 1869.

DEAR SIR.—On the return of the Sappho in November last I became her owner. From the day of her defeat I have been anxious that she should again enter the lists in friendly contest with your world-renowned yac

the *Cambria*. Having determined to cross the Atlantic on or about the 1st of June, I trust that a race may be arranged between our respective yachts. This will be equally gratifying to you as to me I feel assured from the courteous allusion you make to the *Sappho* in your letter of Dec. 28th to Commodore Stebbins. The conditions can be settled on my arrival in Cowes. Permit me, however, to remark that an open course, free from the influence of light land breezes, currents, &c., would place the yachts on a more equal footing, the *Sappho* being rigged for ocean and winter cruising.

I am, &c.,

To James Ashbury, Esq.

WILLIAM DOUGLAS.

6, Eastern Terrace, Brighton, Feb. 1st., 1869.

DEAR SIR.—I am this day favoured with your letter dated the 19th ult., announcing your having become the owner of *Sappho*, and your intimation to visit England next summer. In the first instance let me congratulate you on the possession of so promising a vessel, and in the next to assure you of my readiness to meet you with the *Cambria*, as you courteously remark in "friendly contest." The conditions as you observe can be arranged on your arrival in this country.

Referring to the last paragraph in your letter, in order to fully meet the peculiar rig and qualities of your vessel, I propose the following courses as being likely to afford her the means of showing her sailing and sea-going qualities; and though the *Cambria* is only 188 tons as against the *Sappho*'s 381 Thames measurement, and it will place my vessel at a disadvantage, I am willing to meet your views therein.

The courses I suggest are—first, round the Isle of Wight; second, from the Isle of Wight round the Eddystone light-house and back; third, from the Isle of Wight, round the Cherbourg Breakwater and back. These courses, in addition to the various club matches, will afford ample opportunity for displaying the qualities of our respective vessels.

I am, &c.,

To William Douglas, Esq.

JAMES ASHBURY.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Thames Yacht Club.—At a meeting of the Sailing Committee presided over by the Commodore, Lord A. Paget, on Thursday, the 18th ult., at the Club House, Albemarle Street, Piccadilly, the sailing programme for the coming season was agreed to, (*see Regattas to come*.) The prizes, conditions, &c., will be notified at the annual general meeting of the club, to be held during the month of March on a day appointed by the general committee.

Thames Yacht Club.—The monthly meeting of the above club was held Thursday 11th ult., at the Caledonian Hotel, Adelphi, and was pre-

ceded by a house dinner, of which 25 members and friends partook. The Vice-Commodore, John D. Lee, presided. The minutes of the previous meeting having been read and confirmed, and the election of a number of new members having been proceeded with, the following gentlemen were elected to serve on the sailing committee: J. S. Earle and W. Lake; and on the house committee, W. L. Hooper, W. P. Bain, R. H. Southgate, and J. Mills.

Prince of Wales Yacht Club.—Wednesday Feb. 17th, the annual ball of this club took place in the Freemasons' Great Hall. There were nearly 200 ladies and gentlemen present. Dancing commenced at a little before ten o'clock to Putnam's band, Mr. E. Knibbs officiating as M.C. The Commodore, Mr. Cecil Long, presided at the supper, and gave the toasts, "The Queen," "The Prince and Princess of Wales and rest of the Royal Family," and "The Ladies;" Mr. Farnfield responding to the last-named. Mr. Percival Turner, the treasurer, proposed "Prosperity to the Prince of Wales Yacht Club." Dancing was resumed after supper, and kept up with unabated vigour until five in the morning.

Royal Cork Yacht Club.—A general meeting of the members of the above club took place at the Club-house, Queenstown, on the 15th ult., for the purpose of making the necessary arrangements for the Cork Harbour Regatta. In the absence of Admiral Smith Barry, who was in England, the chair was taken by Vice-Admiral French. The time for holding the regatta will be the 29th and 30th of June, which is earlier than usual by some weeks, and the alteration has been made to avoid clashing with other regattas. A committee of management, stewards, and other officers were appointed, and in addition to them three gentlemen were selected, who are to have the entire management of the amateur gig races.

Royal London Yacht Club.—The monthly meeting of the above club was held on Monday evening 15th ult., at the new club rooms, Westminster Palace Hotel; the Commodore in the chair.

The minutes of the previous meeting having been read and confirmed, the Secretary read the financial account for last half year, showing a balance at the banker's after the additional outlay of £200 in Consols.

Mr. Eagle, the treasurer, congratulated the club upon its prosperous state, and adverted with pleasure to the fact of their now having £1,000 in consols, and to the suggestion, emanating from the committee, that now having that reserve fund, future receipts should be applied to the purchase of prizes for yachting, for increased accommodation and comforts to members and other advantages. He then went into a review of the flattering condition of the club, at the same time pointing out that although they were in the position described, reasonable moderation in their expenditure and a regard to economy were still incumbent upon them. While its character as a sporting club, a becoming amount of prudence should be used in the disbursements. They had nothing to fear while they were not impressed with a notion that they had plenty of money.

Messrs. H. Drayton, Pitcher, P. Merrick Hoare, M.P., and Mr. Harry Bridson, were elected members of the club; and Mr. A. S. Roper, of the yacht *Ethel*, and others, proposed for ballot at the next meeting.

Thursday, Feb. 18th.—Upwards of 400 ladies and gentlemen assembled at Willis's Rooms, upon the occasion of the ball of the above club, which was in every respect a great success. The party began to assemble at half-past nine, and hardly dispersed until five in the morning. The Commodore Mr. Arcedeckne, presided over the principal supper table, and proposed the usual loyal toasts, which were succeeded by "The Royal London Yacht Club," "The Commodore," and "The Ladies." Dancing to Coote and Tinney's band was very animated. There were several gentlemen holding high positions and official rank in the city of London present, accompanied by their families.

Ranelagh Yacht Club.—The monthly meeting took place on Wednesday last, at the Pier Hotel, Chelsea. The following officers were elected for the ensuing season:—Commodore, J. Royd, Esq; Vice-Commodore, I. Pick, Esq; Rear-Commodore, vacant; treasurer, H. Lenthall, Esq; cup bearer, vacant; hon. sec. H. E. Stafford. The committee were as follows:—A. Otway, Esq. M.P.; C. W. Dilke, Esq. M. P.; Messrs. Bonnin, Boggett, Child, Keen, Keep, Harris, Gould, Lister, Low, and Thorn. Auditors, Messrs. Tyler and Sapp. It was proposed by the treasurer, and seconded by Mr. Boggett, that a vote of thanks be given to the late Commodore (A. Otway, Esq., M.P.), after which it was proposed by the treasurer, and seconded by Mr. Lister, that a vote of thanks be given to Mr. Lemann, and that regret was expressed at his determination to resign office, which he deputed the Commodore to say he was obliged to do on account of the want of time to devote properly to its duties. The Commodore then gave notice that he should move at the next general meeting that payment for life members be raised from £5 5s. to £10 10s., and also he desired to suggest the removal of the club house to a more central position—such as Charing-cross or Westminster.

Royal Mersey Yacht Club.—Have fixed the dates of its regatta on the 5th and 6th July, when it is to be hoped a good display of bunting will be shown to compete for the excellent prizes usually given. The ball in December last was an exceeding good one, and an excellent surplus of the needful was presented to the Royal National Life-boat Institution.

Editor's Locker.

THE WHIRLWIND'S LOG.

Feb. 16th 1869.

—I have received a letter from Mr. Cuthbert, owner of the Whirlwind yawl, 77 tons, now cruising in the Mediterranean, in which he gives the dates and distances run, and as I think them remarkably good

and fast for so comparatively small a vessel, I am induced to send you a copy of the log as it may be interesting, and at the same time a guide to some of your readers, and would be glad if the custom of doing so was more general amongst yachtsmen. The Whirlwind, the owner says, has proved herself a remarkably good sea boat, as well as safe and commodious in every way, and has been well tried, as the weather has been extremely tempestuous. She is now at Messina and may be expected home the middle of April. She will then be in the market as Mr. C. wishes for a racing cutter. The Whirlwind left England on 20th October last, and arrived at Gibraltar in 7 days, 930 miles. Gibraltar to Algiers 3 days 400; Algiers to Malta 4½, 570; Malta to Alexandria 5, 840; with a gale of wind after her all the way; Alexandria to Zante 15½, 660; meeting strong N.W. and westerly gales, and lying-to under a reefed try sail and storm jib for three days; Zante to Cephalonia (towed) 4 hours, 42; Cephalonia to Corfu 1 day 98; Corfu to Malta 3 days (1 calm) 340; Malta to Syracuse 16 hours 76; Syracuse to Messina 18 hours 65.

Thence going to Naples, Genoa and back to England.

Yours J. A. L.

THE GOOD SHIP—RED, WHITE AND BLUE

We are happy to announce to our readers, that this little vessel has left (to her) the inhospitable shores of Europe, to be placed on the waters of the Central Park, New York. The daring Captain (Hudson,) who brought her across the Atlantic safely, deserved better treatment than he received, and which would have been awarded to him if he had come with pockets well lined with the precious metal; but such not being the case—he became the victim of many who sought him only to benefit themselves. We shall have occasion to go further into this hereafter, and in the mean time we feel it is but an act of justice, to state that it was mainly due to the efforts of Messrs. Neilson and Bell of Hartlepool, that he regained possession of her:—The former of these gentlemen is a merchant and American agent, and the latter the proprietor and editor of the *South Durham and Cleveland Mercury*. We are confident our American friends will duly appreciate their kindness, and we shall be pleased to record the fact in our pages.

BEGATTAS AND MATCHES.

- May.** 22.—New Thames Yacht Club regatta—First and second class cutters.
 24.—Royal Thames Yacht Club regatta—Cutter match.
June. 5.—Royal Thames Yacht Club regatta—Schooners, &c.
 7.—New Thames Yacht Club regatta—Schooners.
 19.—New Thames Yacht Club regatta—First class cutters.
 31.—Royal Thames Yacht Club regatta—Channel match.
July. 5th and 6th.—Royal Mersey Yacht Club regatta.

HUNT'S YACHTING MAGAZINE.

APRIL 1st, 1869.

ROUGH NOTES IN SMOOTH WATERS.*

CHAPTER III.

On Thursday afternoon the 18th of December, at 3h. p.m. we left Malaga for Algiers. Somehow I always feel fidgetty for several hours before going to sea, and I never feel at ease till we are fairly away. There is always some delay or other, either the linen has not come from the wash, or some of the stores are short, and then I cannot help fancying there is something I have forgotten, and which I particularly wanted to get; fortunately in the Mediterranean there is no anxiety as to missing your tide, as at home, and in less than an hour after the original time I had fixed, we were beating out of Malaga harbour, and as soon as we got clear of the land, the square-sail and maintopsail were set, and we bowled along merrily nearly due East, with a nice little breeze from W.N.W.

It was very pleasant to get to sea again, away from the bustle of the land, and we had had enough of Malaga for a time: the weather proved fine, and the sea smooth all evening, and after a calm night, morning found us off Cape de Gatte. Some miles astern of us made out another yacht, standing the same course as ourselves, not within signalling distance. We had fine weather throughout

* Continued from page 107.

the day, and there was very little wind, our speed not averaging more than 3 or 4 knots till evening, when the breeze freshened considerably, and the morning after, we were in sight of the African coast, not far from Oran, where we had had some thoughts of landing, but as the breeze was fair, and there is little shelter in Oran, we carried on. A fine fresh breeze prevailed all day, and we were making short miles of it with all plain canvas set, the log giving us an average of about 9 knots.

Towards afternoon the sea increased, but the long sweeping waves were so regular and deliberate in their movements, that we scarcely felt it. It really *was* an exhilarating sight to watch a huge green mass of water a long way astern, gradually gathering height and strength as it hurried onwards, and then as it was close upon us, and at the top of its speed, and just as if it had saved its spite for the exact moment, its great frothy head would curl and break into angry foam in a vain attempt to get on board, but the good little schooner is too nimble for the monster, and with a saucy cock of her stern, lifts herself lightly over his shoulder (just as you see an old hunter tuck his hind legs cleverly under him when taking a flight of hurdles,) and slides down his broad green back as easily as possible, and gracefully as a girl curtsying, whilst the angry sea goes roaring past, leaving a cloud of sparkling froth round the vessel, till it is finally lost amongst the long ridges of water far ahead.

There is one great charm in the Mediterranean, and that is, the sky is so bright, and the weather so warm, generally, that you really can enjoy a fresher breeze and a heavier sea than you would care for at home, where you almost always have, with strong winds, a gloomy sky and a cold wet atmosphere. "None of your blue skies here" as the old quarter-master remarked.

As night fell however, the breeze further increased, and we got more wind than was pleasant, for on going below to dinner it was evident there was quite sufficient motion to disturb the economy of our dinner table. The vessel was rolling slowly and regularly from 15 to 18 degrees each way according to the Inclinator, consequently our plates travelled through an arc of about 30 degrees, and it required no small dexterity to catch our meals flying, something like a game at Snapdragon.

"Ease before elegance," must be considered in these cases, I always take my plate in my lap in very bad weather, but in the low heavy breezes there is nothing for it but the lee side of the c

floor, with a tureen of Irish Stew, or "sea-pie" between your knees, and a plate and spoon in your hands. To-night the weather looked very threatening, and the barometer which had been falling all day, stood at 29.7, which tho' a high range in home latitudes, was a sufficient indication of bad weather here.

As I had arranged to take the morning watch, I turned in early. Next morning at day-break, after a cup of hot coffee, I was on deck again, when I found the vessel under a double reefed mainsail, and surging and rolling in a wild confused sea with a rising gale. Can this be the placid Mediterranean; the "Summer sea", this dark gloomy water, and lowering murky sky, over whose surface the dusky ragged looking clouds were crowding faster and faster, out of the lurid horizon to windward? What a change is here! and most decidedly for the worse too. Luckily the wind was fair, and we were now running very fast along the land, which is about 7 or 8 miles distant. "Stand by to heave the log" (our Patent Massey's Log had been snapped off by a shark some time previous). "That'll do the stray." "Tur—whizz goes the reel—stop—9½ knots, good."

"Now, let us have a look at the chart"—Just as we were pricking off our position a light on the lee bow was reported.

"Then that's the Tenez Light" remarked the Captain.

"O. Shershel you mean" said I, which is marked a fixed light on the chart.

"No sir, can't have run that distance yet."

"Well, I'm not so sure of that, we've run very fast since noon yesterday, and I don't think you've given the vessel credit for all her speed,—and the log line may be wrong too: however, we shall soon see, for in two or three hours we ought to make the other light, whatever it is, and this course will do very well in any case. It is very strange tho' that two lights on the same coast and so near each other should both be fixed lights."

Note.—It turned out, by the way, I was right about the Shershel Light. We had not given the yacht credit for the speed she had been going, we had done the last sixty miles in five and-a-quarter hours, and after all the log-line red to be incorrect—we were thus thirty miles nearer Algiers than we had reckoned.—Now our chart, which was Laurie's, and the latest out, published in 2, misled us, as it shewed both Tenez and Shershel as fixed lights, but on subsequent reference to "The Lighthouses of the World," by Findlay, I find as follows:—

TENEZ—One revolution—bright light.

SHERSHEL—One high fixed light and one on pier.

Two hours or more passed, during which we pressed the vessel hard, not only to keep her clear of the following seas, but also to gain our Port as soon as possible, before the weight of the gale was on us, and all the while, the line of coast became more distant, and more interesting: unmistakeable Moorish houses being thickly sprinkled here and there.

At last it became evident we were opening out a large and important city—"Surely this must be Algiers," I said to the mate, "jump below and call the Captain."

He was speedily on deck, and at once pronounced it to be the wished for haven, so without loss of time we took the foresail and jib off the vessel, and triced up the main-tack, well, preparatory to hauling our wind for Algiers Bay.

Very soon did we find the difference between running free, as we had been, all night, and meeting the mountainous seas as we were now compelled to do. Instead of riding easily and lightly over the waves as they passed us, we now had to climb slowly up the great hills of water, struggle through their frothy summit, and then plunge head first into the dark valleys, laying over to the strong blasts almost on our beam ends. It was quite time for us to be in harbour, for the weather was settling down into a hard gale, with fierce squalls and blinding rain. The whole face of the heavens was overcast with an inky blackness, tinged here and there with a muddy dusky red, whilst ragged vapoury puffs of clouds, hurried past overhead, whirling and twisting as they went, in oft changing forms shewing how highly charged was the atmosphere with electricity, and indeed I don't think I ever saw so foreboding or portentous looking a sky.

Whilst this was the wild scene on deck, more than one crash was heard below, (I suspected we should find out the "soft places" in the steward's stowage, for the last three days of an almost even keel had made him less cautious about his crockery,) and now a message from the after cabin was sent to me to come and explain the meaning of all the turmoil, and why the vessel was making herself so unusually disagreeable! Fortunately I was able to pacify the ladies with the unexpected good news that in less than half an hour we should be in smooth water, and safely anchored in Algiers harbour. This intelligence was the more welcome as we had expected to have been at sea three or four hours longer at least.

The pilot-flag was now hoisted, and a boat shot out from the pier head to meet us, but we had too much way on, and no time

shorten sail to pick up the pilot, so in a few minutes we dropped our anchor in the fine spacious harbour of Algiers, shortly after 7 o'clock on the Sunday morning, and indeed it was pleasant enough to be quiet and stationary once again, if only for the novelty of it, and I found bed more than usually agreeable for an extra hour or two, especially with the wind howling outside for a lullaby.

Algiers or Alger, which is five miles more northerly than Malaga, is one of the best harbours on the African shores of the Mediterranean, and the French Government appear to have spared no expense in its construction. A pretty considerable roll, however, sets in with north-east winds. Yachts should bring up towards the south-west side of the harbour, shutting in Cape Matifou with the eastern sea wall. The northern end of the port is used by the steamers of the "Messageries Imperiales" and men of war, and is by no means so quiet an anchorage as the other side.

Algiers harbour reminds me much of Kingstown, except that the former is five or six times the size of the latter. There however the resemblance ceases for the "Rue Bab-a-Zoun" is as unlike the "40-foot road" as need be, and no one would mistake the Grand Mosque, for the Kingstown Railway Station. The first glimpse of Algiers is very striking. Built in the form of a pyramid on the face of a steep hill, the ashy grey of the houses rising one above the other and the want of relief owing to the roofs being either flat or with the same whitewashed surface as the walls, gives a strange unsubstantial appearance to everything; indeed the buildings at a distance seem to be made of nothing stronger than eggshells, and the egg-shaped domes of the several mosques dotted here and there, rather strengthen this idea than otherwise, whilst the women clothed (literally from head to foot) in their white "yashmaks," flitting about to and fro on the top of the hill, and showing clear and distinct against the blue sky, have a very ghostly look!

Having got pratique, we landed at the quay for the first time, having to row about a mile, and ascending a long flight of steps, in with stalls for the sale of all kinds of strange things, French and Arabic tortoises, chameleons, snails, shells, fowls and fruit, and found ourselves in the "Grande Place," a fine airy square, that reminds you of a French town, were it not for the row of large palm trees on one side, and the minarets of the Mosque.

There is a fine view from here of Algiers Bay and C. Matifou, and it is a never tiring amusement to sit on the low parapet with

this magnificent panorama facing you and to listen to the really delightful music of the bands (and I have counted more than 100 musicians) of the French regiments which perform here every afternoon at 4 o'clock, when all the Algerine world and his wife are on the *Plas*, to enjoy themselves.

Watch this group of *Chasseurs d'Afrique*, how smart and self-satisfied they are, and what miraculous figures they have. Can it be that those wasp-like waists owe their symmetry to stays? and how those gorgeous "inexpressibles" stand being "boused so taut," without something or other "carrying away," is what "no fellah can understand." Handsome soldierly looking fellows many of them are, the older, grey-headed officers especially; but why *will* that good looking colonel walk about with a little Italian greyhound, tied to a string and a blue ribbon round its neck, (a "*boule dogue*" is occasionally seen,) and how is it so many of them wear spectacles? Neither the dog nor the goggles look particularly military. The soldiers seem to me, to be clad in much easier style than their officers and are active dapper little men enough, but the shortness of their stature becomes more apparent when you notice the splendid specimens of Arab humanity, stalking up and down, with a dignity and easy grace, in comparison to which the Frenchman does not show to advantage, nor perhaps would any but an English life-guardsmen compare favourably. I like watching these Arabs, especially those of higher caste. There goes a youth of sixteen, a chief, and his attendants, as handsome men as you would wish to look at, but I must admit that the lower class are best seen at a distance, inasmuch as whilst their religion enjoins frequent ablutions, it extends to the body only, and not to their garments, and they wear their "*bernouses*" until they can wear them no longer, and mere ocular proof is unnecessary to make you aware of the propinquity of these "Children of the Desert," whose conscientious objections to killing any living creature save human ones, and the consequent cultivation of fleas (and *worse*) often leads to the discomfiture of the unwary unbeliever. Beware then how you mix with the crew where the band is playing, and first ascertain *who* your neighbor is, or you may chance to take home more than you like in evening, and thus enjoy an "Arabian night's entertainment" never bargained for!

The Arabs, in Algiers are chiefly Kabyles—the Bedouins a different race altogether—you *do* occasionally see one or two,

corted, as prisoners, by a file of French soldiers, as a Bedouin is at once taken into custody if caught near the city, for he is sure to be "up to" some mischief!—"Give a dog a bad name and hang him."—It seems rather hard lines certainly, but I believe these gentry fully deserve the character they bear, for it is said they would at any time prefer killing a christian to a flea, and that if they should chance to meet a stranger in the country, they would put a knife into him at once, with all the pleasure in life, if they thought he had half a dozen sous in his pocket. One great feature in Algiers is the mixture of French and Moorish customs, the shops and houses,—the Rue Bab-el-Oued is almost entirely a row of French shops, gay and tasteful as in Paris, whilst a few yards away, but higher up the hill, are the Moorish bazaars, the shops in many cases being mere "holes in the wall"—but the attendants are invariably neat and clean, and well draped, and civility itself. Many and various are the wares they display—some inexpensive and some costly—The ostrich egg ornaments are some of the prettiest things they sell, but for embroidery and bernouses you had better wait till you visit Tunis where there is a higher class of art, and, from the market being less frequented, the prices are lower. There is a splendid museum (in the Rue Bab-el-Oued) formed by the French Government to show all the products of Algeria—which is well worthy more than one visit, and a very fine Zoological Garden—almost as fashionable as our own "Zoo,"—and now as it is past sunset, we must get on board.

(To be continued.)

TABLE OF AMOUNTS WON BY YACHTS, 1868.

Yachts' Names.	Owners.	Times Won.	Amount £ s.	Builders.
Aglaia	F. Powell, Esq.....	1	50 0	Steele & Co,
Aline	B. Sutton, Esq.....	3	250 0	Camper & Nichol
Amber Witch	J. McCurdy, Esq.....	1	40 0	Wanhill
Anita	E. Packard, Esq.	1	15 0	Simons
Ariel	T. M. Reed, Esq.....	2	25 0	Haliday
ada	R. A. Daniell, Esq.	1	10 0	Fife
arte	W. Battersby, Esq.....	1	50 0	Day & Son
lanche	J. Wheeler, Esq.	2	100 0	Owner
ridere	H. Teasdel, Esq.	1	10 0	Read
caner	Capt. H. E. Bayly	1	15 0	Bulley
abria.....	J. Ashbury, Esq.	6	400 0	Gold medal, Havre
stabel	Annesley, Earl	2	77 10	Aldous
dor	Capt. W. Ewing	3	185 0	Steele & Co.
ne.....	J. H. Anderson, Esq. ...	1	75 0	Hatcher
Juan	W. Cooper, Esq.	1	10 0	Hatcher

Yachts' Names.	Owners.	Times Won.	Amount £ s.	Builders.
Dora	B. Nicholson, Esq.	1	10 0	Owner
Dudu	Capt. Hammond	3	16 10	Hatcher
Egeria	J. Mulholland, Esq.	4	400 0	Wahhill
Ellen	J. Gardner, Esq.	1	6 6	Corbet
Emmet	T. Levitt-Prinsep, Esq. ..	1	21 0	Wanhill
Falcon	C. Connell, Esq.	1	10 0	Owner
Fiona	E. Boutcher, Esq.	4	335 0	Fife
Firefly	J. Bowyer, Esq.	1	5 0	Southampton
Flirt	J. F. Meldon, Esq.	1	7 0	Harvey
Flying Fish	G. Jessop, Esq.	1	35 0	Blanshard
Gipsy King	T. Bain, Esq.	1	5 0	Helensburgh
Gitana (5 tons).....	J. C. Kemp, Esq.	1	10 0	Greenock
Glaunce (8 tons).....	R. W. Morris, Esq.	1	5 0	second prize
Glida	D. Fulton, Esq.	1	20 0	Owner
Gloriana.....	A. O. Wilkinson, Esq.	4	350 0	Ratsey
Gloriana (10 tons).....	W. Rippingall, Esq.	1	5 0	Lowestoft
Halcyon	J. Preston, Esq.	2	20 0	Owner
Heron	J. B. Donne, Esq.	2	21 0	Hooke
Heroine	J. C. Atkins, Esq.	1	10 0	Wanhill
Ivy	Capt. Cator, R.N.	2	26 5	Marshall
Julia	G. F. Moss, Esq.	1	10 0	Ratsey
Kilmeny	D. W. Findlay, Esq.	6	169 0	Fife
Kittiwake	Capt. Ireunonger,	1	25 0	Owner
Lizzie	C. H. Coddington, Esq. ..	4	75 0	Hatcher
Lufra	Earl of Strafford.....	1	100 0	Ratsey
Luna	R. A. Daniell, Esq.	4	165 0	Fife
Mabella	E. Davis, Esq.	1	21 0	Marshall
Mamie	Capt. H. O'Brien.....	1	20 0	Cork
Maria	N. B. Stewart, Esq.	2	60 0	Fife
Menai	W. Stutfield, Esq.	2	130 0	Ratsey
Nettle	J. G. Kirsten, Esq.	1	63 0	Royal Yorkshire
Niobe	W. Gordon, Esq.	6	465 0	Gold medal, Havre
Novice	J. Gardner, Esq.	1	10 10	Stow
Oboron	H. Harrison, Esq.	2	10 0	Lowestoft
Olmaria	C. J. Tennent, Esq.	4	380 0	Steele & Co.
Onyx	C. S. Pearn, Esq.	1	5 0	Royal Albert
Phantom	F. Rosamon, Esq.	3	35 0	Pinney
Phryne	T. Groves, Esq.	3	127 10	Hatcher
Pixie	E. Le Breton, Esq.	2	7 2	Bulley
Queen	Capt. Whitbread	6	103 0	Hatcher
Quiver	Capt. Chamberlayne ..	1	6 6	Owner
Red Rover	S. Nightingale, Esq.	2	30 0	F. Preston
Ripple.....	J. M. Forrester, Esq.	1	10 0	Fife
Sapphire	Major Bannister.....	1	31 10	Camper
Setanella	C. C. Wyllie, Esq.	1	15 0	Aldous
Secret	T. D. Keogh, Esq.	1	10 0	Wanhill
Siren	D. Corbet, Esq.	1	5 0	Harvey
Sphinx	J. S. Earle, Esq.	3	185 0	Maudslay
Tartar	A. Peglar, Esq.	1	21 0	Hansen
Torch	G. Thompson, Esq.	2	30 0	Fife
Torment.....	J. Tedhunter, Esq.	1	2 0	Williams
Torpid	Major Longfield.....	1	20 0	Day and Son
Vampire.....	T. Cuthbert, Esq.	8	185 0	Hatcher
Volunteer	T. Fuller, Esq.	1	5 0	Lowestoft
Vision (8 tons).....	A. Richardson, Esq.	1	12 12	New Brighton
Vision (9 tons).....	M. Carswell, Esq.	2	20 0	Clyde
Waterlily	H. P. Green, Esq.	3	30 0	Hastings
Waterwich	H. Allenby, Esq.	1	5 0	Aldous
Waverley Queen	Major Leathes	1	19 0	Hall
Xema	Major H. L. Barton.....	6	185 0	Fife

NOTES ON NORWAY AND ITS COAST.

In the course of a Yacht cruise during the past summer on the Norwegian coast, the thought often forcibly suggested itself that we might in some way utilise our experiences such as they were, by putting them within the reach of yachtsmen generally, with the object of saving others some portion of the anxiety we frequently felt; and Mr. Hunt practically proves his entire concurrence in our views by consenting to give these papers a place in his *Magazine*. We would not have presumed to offer them for publication but for certain reasons which seemed to us cogent enough to excuse the act—in the first place because, the trade between England and the Northern and North Western coasts of Norway being very small indeed, it happened naturally enough that the only book of Sailing Directions published in this country which we were able to obtain proved wretchedly deficient, and of little or no use; indeed it deserved rather the name of *Guide Book*, as its pages were far more diffuse on the populations of seaport towns, general statistics, and trade and agriculture of the country, than on the forms of headlands and leading landmarks—in the second place, because we provided ourselves at Hammerfest with some "Directions" published by the Norwegian Government which are excellent and satisfactory. These are not we believe to be obtained in England, and even if they were, would prove of but small service to persons unacquainted with the Danish tongue—a class which may be presumed to include the majority of yachtsmen.

The coast of Norway as some readers are aware is, if not actually, the most dangerous, at least one of the most dangerous in the world; for along its entire length with exception of that part of it washed by the Arctic Ocean, shoals and sunken rocks on which the sea constantly breaks extend far out to sea, especially on the long stretch from Bodø to the Halten islands, where the average distance to which they reach from shore is 20 to 30 miles. They exist too in such vast numbers as to form a complete network, through which at rare intervals are narrow and intricate channels which as a general rule you dare not attempt without a pilot or in the last extremity. It is true that inside them and sheltered by the great islands fringing the coast and by the high mainland itself, a channel of deep smooth water extends almost the entire distance from Hammerfest to Bergen, in which you can always find anchorage at night (generally by making fast to a rock or island), yet in many places this is so narrow and winding as to render the navigation a task of extreme difficulty and anxiety and indeed of temerity to attempt it, more particularly with a sailing vessel.

Having now explained the reasons which moved us to rush into print, we proceed with our narrative:—Left Kingstown harbour early in June bound for Hammerfest in a schooner of 62 tons—had a fine run to Oban, where we remained one night, spending the next at Tobermory; started the following morning for Stornoway with a strong breeze dead aft, but touched on a shoal in Sleat Sound, which we soon got off of again without any damage.

We mention this shoal for the purpose of saying that it is quite insufficiently marked in the chart we had (Government chart, sheet 7, West Coast of Scotland), and you must be extremely careful to give it a good berth or it will assuredly pick you up—it extends a considerable distance from the Skye shore towards the mainland, a little to the northward of a place where anchorage is marked, and is situated directly opposite to Glenelg Bay. From this place we took the tide through Kyle Rhea and Kyle Akin and passing to the eastward of Raasay cast anchor next morning in Loch Stornoway—blowing half a gale. Here was a large herring fleet, and we learned from some of the poor fishermen that they had been out but twice the previous month in consequence of the weather, on both of which occasions it blew so hard that several lost nets and gear. The gale increasing rapidly we were compelled to let go a second anchor, and notwithstanding that the wind was about W.b.N., and in consequence we were pretty well sheltered by the land about the Castle just to windward, dragged a long distance during the night, and had a weary job warping up next morning. The proprietor of the island, Sir James Mathieson, M.P., was absent, but we owed to his thoughtful hospitality and that of his lady a supply of fresh butter and milk from the castle each morning of our stay—a courtesy accorded as we believe to all yachts visiting the port, and one to be duly appreciated in a place where so much difficulty exists in the way of obtaining such supplies otherwise.

From Stornoway we proceeded to Stromness, a small town on Pomona, the largest island or "Mainland" as it is called of the Orkney group, approached from the westward through Hoy Sound, in which the tide runs particularly strong, up to 7 knots, and where there is a bad race, or "roost," during and for some days after a westerly gale. However, as this and everything else connected with the navigation of these islands is set down fully in the Government Directions, we shall leave subject of the Orkneys, merely observing that Kirkwall, the chief town will well repay a visit; it boasts a fine old Cathedral (much disfigured by whitewash and Churchwarden Gothic,) and is itself a quaint little town with narrow flagged streets, queer old gateways, &c. Our n

port was Lerwick in the Shetlands, where we stayed but one day and then started for the most northern town in the world, Hammerfest; we may mention here that a subsequent experience enables us to add—the most *stinking* town in the world.

As this is not intended to be a narrative or detail of our adventures on the cruise, but only as an assistance to others visiting the Norwegian coast, we shall confine ourselves as nearly as possible to those matters which are of practical utility.

The Gulf Stream runs in a Northerly and Easterly direction all along the coast as far as the mouth of the Varanger fjord where at length its strength is exhausted; and in order to get the advantage of it to the fullest extent, as well as to give a good berth to the coast and its dangers, you are recommended in going from the Shetlands direct to Hammerfest to keep in longitude 10° West until the 70th degree of North latitude is reached, when you may stand in and make your land-fall. This being one of the few good hints we got from our valuable sailing Directions, we hasten to acknowledge our obligations to the editor.

It is unnecessary as it would be tedious to the reader for us to enter into a detail of the passage, which occupied 8 days and 2 hours; we weighed from Lerwick at 1:35 p.m. on Thursday, July 2nd, and cast anchor in Hammerfest Harbour at 3:35 p.m. on Friday 10th. During the first five days we had light baffling winds and fine weather, but at the end of that time were favoured with a heavy sea and a blow from the S.W. which rattled us quickly northwards.

On the afternoon of Wednesday 8th, being a long distance off the coast we changed the yacht's course from N.N.E. to N.E.b.N. at 4 p.m., and on Thursday 9th, having reached the proper latitude, again changed it to E.b.N., in order to make the land, which we succeeded in doing at 2 p.m. on the same day. It was strikingly different in character from the last which we had seen, for instead of the comparatively low heather-clad hills of the Shetlands "high land covered with snow" (as the Logbook hath it) appeared directly ahead distant some eight or nine miles. The day was not clear, and the mountains were partially obscured by the mists rolling up their lofty sides, else we might have seen them sooner. They were a strange weird-looking lot, in every way fitted for the residence of their only denizens, the seabirds. The least of the summits in sight and that most thickly coated with snow made out at the time (and the conclusion subsequently proved correct) to be Sneefjeld, a lofty mountain on the island of Ringvadsö,* and

* The termination ö means *island*, as Ringvadsö, Fuglö, &c.; it is sometimes never applied to the name of a town, but in such cases the town will in general be found situated on an island of the same name.

one of the few landmarks mentioned with any degree of particularity in our Directions; the word itself signifies literally *Snow mountain*, in this case a most appropriate and satisfactory name. Making Sneefjeld, you will see some distance to the southward on the coast line two remarkable conical shaped hills close together and singularly alike as regards size and form, immediately to the northward of which the land is very low and seems to retire as though a deep fjord ran inland (and indeed you will see on the chart several channels between islands marked hereabouts,) an arrangement of Nature which renders them all the more conspicuous and valuable as landmarks. South of them the coast is high, rugged and bold, the mountains like all their fellows within the Arctic Circle being of a gloomy slate colour, except where relieved by the frequent large patches of snow which even in the middle of summer covers a very great extent of their surface. A few miles to the north of the two conical hills the high land commences again, and as we coasted along at the distance necessary to keep to sea in order to avoid the dangers which fringe the shore (about 7 miles) it was impossible to distinguish the islands one from another—they appeared to us an unbroken tract of coast—and from the point last mentioned as far as the northern extremity of the island of North Kvalö seemed to extend one continuous succession of lofty, jagged, and snow-flecked peaks, whose inhospitable appearance alone was sufficient to repel the idea of a channel or haven of rest. Off this north point of North Kvalö be it remembered an extensive and most dangerous reef extends straight out to sea for a distance of some six miles, and new as we were at the time to the Norwegian coast we shall not soon forget the awful appearance presented by the sea as we approached the reef on that wild stormy evening—all inshore of our position was a mass of foam, whilst every here and there the breakers kept perpetually dashing upwards as though a cannon ball had been shot from a vast height into the water. This however, was a kind of thing to which we soon became accustomed in our subsequent progress along this strange and fearful coast, and which though frequently occasioning grave uneasiness, we came in time to regard as a matter of course and receive the cry of "Breakers ahead!" with sufficient sangfroid. It may be mentioned here that there is not a single beacon, and but one lighthouse along the whole Northern coast, and as it is for the most part out of the usual track of vessels (the coasting craft of the count never venturing outside the islands) it is solitary and desolate looking enough to satisfy the most dismal man.

To resume:—during all the time we have mentioned we were flying along before the gale under short canvas, keeping an anxious look-

for the lofty island of North Fuglō—the usual landmark for vessels making this part of the coast, and which serves as a guide to the entrance of Sorō Sund, one of the only two practicable channels leading in from sea to Hammerfest. We did not feel very much anxiety however, on the subject, nor did we dream of missing the island, being already quite satisfied as to having correctly made out the ship's position, and that all the rest would be plain sailing. The remarkable volume indeed to which allusion has been made more than once in these pages, following its usual policy of maintaining a strict neutrality gave the information that the island would be easily recognisable from "its flat top and perpendicular sides"—also by its being "so covered by birds that it frequently presents the appearance of being covered by snow"—a very sufficient description you will say, and one which a real sailor would think quite enough for the purpose of identification. Softly my friend, be not carried away by indignation and spare your sarcasm—be it known to you in reference to the second piece of description, that *all* the land in sight was in its normal condition of being thickly coated with *actual* snow—nor was the former criterion altogether satisfactory; inasmuch as it so happens that every mountain or island that is not of a conical shape has a flat top and perpendicular sides; which is undoubtedly a painful and harrowing circumstance to the navigator. But this was not all, for considerable confusion also arose from the fact, subsequently discovered, that the view of the island given on the chart instead of having been taken from the sea as might reasonably be expected in the case of such an important landmark, had been sketched from an inland hill; so that whatever the value of the sketch in an artistic and Claude Lorraine point of view, we certainly found it to present no very striking similarity to any of the islands in sight. We are bound however to do the limner the justice of saying that seen from his standpoint it is remarkably like the island, as we found when passing along inshore of it in returning south; but he knows as well as anybody that he should have taken it from outside. The usual result followed—quot homines tot Fuglō—each of us had his own particular pet island, the claims of which to the distinction of being the celebrated and long expected Fuglō were in every case pertinaciously and vigorously maintained. And to this circumstance may be attributed the fact that no reliable description of Fuglō can here be given, but we *believe* it to present the same appearance from the west as from the east, from which it shews as a long island considerably higher at one end than at the other, the high part having the form of a huge round hummock.

Having failed to make out this well described landmark we held a

council of war to consider our future course of proceeding. The gale had by this time increased and the sea was very bad indeed; there were likewise signs of the wind hauling more to the westward, which would have placed us on a lee shore. Under these circumstances we had nothing for it but to keep along the coast, trusting that we might make out the lighthouse on Ingö (the most northern in the world in latitude $71^{\circ} 6'$, whence our course to Hammerfest would be clear) before the land would be quite shut in from view by the thick driving mist. We knew, and thought on it with grave uneasiness that if we once lost sight of the land, days might elapse before it would again appear—for the weather is seldom clear on this Northern coast line—during which the little ship would be hove to with her nose to sea, exposed to the full fury of the tempest; and this to say the least, would have been painful and unpleasant. We frequently felt the full justice of a remark of Lord Dufferin in "Letters from High Latitudes", to the following effect:—"If the King of all the Goths would but put a few lighthouses or beacons here and there along his Arctic seaboard, he would save many an honest fellow a heartache"—which in truth he would. For a long time we hoped almost against hope that the mist would pass away, but at length could no longer doubt that it was closing in all around. Finally it became so thick that the last trace of the land vanished, and we hove-to with our head to sea, and indulged in the much needed luxury of a half hours sleep.

About 8h. a.m., the skipper came below and roused us with the unwelcome intelligence that the wind and sea were worse than before. We jumped on deck and found what he had said correct, but likewise found that the land was again coming somewhat into view. After some consideration we resolved on standing boldly in and making one more effort to ascertain our position, keeping meantime a sharp look out for rocks and shoals, of whose existence breakers would soon warn us in the wild and heavy sea which then was running. We knew too that we were far enough to the northward and eastward to be off the island of Sorö or the adjacent coast where the sea is pretty free from dangers of this kind. We got the schooner once more on her course, and brought her in to within a mile of the land, when we were compelled to shift the main-trysail for a double-reefed mainsail, the sea being heavy that we feared being pooped; some water having actually come on board, an indignity our little ship never suffered before.

The moment at length came in which all our doubts and fears were set at rest—we made out our position off Sandö-fjord on the north of Sorö, having thus missed the entrance to Sorö Sund in consequ

of the difficulty about Fuglø. Sandø is a small round greenish sandy island in a bight, and as the Admiralty Chart gives but one such on the whole coast of Sorø you cannot possibly mistake your position if you but make out such a mark. Making Sandø, you will see two small islands, and a rock—indeed we might call them three rocks—off the coast; these are named respectively Stor Kamø, Bondø, and Bondø Star*. The first is larger and higher than the others and with the peaked summit so common here—the second has much rough resemblance to a ship close on a wind and heeling over a good deal—and the last to a boat capsized and bottom upwards. Stor Kamø and Bondø are covered with a fungus growth of a bright greenish colour.

There is another mark hereabouts which may be of service, namely a large rock in shape like the ordinary beehive, and with a heap of stones on its top; we cannot certainly say whether this is situated at Tarhalsen Point or at the point on the west side of the mouth of Sandø fjord, but we believe the latter, and as the two places are but a very few miles apart, it is not of much importance that we can come to no decision on the matter; you will have no difficulty from the appearance of the coast about in determining your position should you once catch sight of a rock of the aforesaid shape lying close under a frowning headland. The channels between the rocks and islands already mentioned seem to be clear enough on the chart; we chose that between Stor Kamø and Bondø. As you emerge from this you will see Lille Kamø at the other side of its big brother, and you have no difficulty to Tarhalsen Point, the north-east extremity of Sorø, about two miles N.b.E. from which is a small but very dangerous patch called Falvet, and there are one or two others near about. Tubøen is a very extensive shoal, but outside Falvet—the rest lie in a cluster at from 5 to 6 miles distance east of Tarhalsen. You may keep pretty close in here as the coast is good, as likewise on the east side of the island. Koidvigfjeld is high and peaked, and the two inlets you will see lying in an easterly direction from Tarhalsen, namely Sibeholm and Rævnholm are, the former rather high and roundish, the latter flat and low.

Sorø is on the whole high with deep fjords indenting the coast: in those to the north you will find anchorage especially in Sandø, but much exposed during North or Westerly winds. In Akker fjord on east side is capital anchorage with good holding ground, and from to fifteen fathoms (*Norwegian Directions*—the *British* only give five to seven fathoms);† keep the starboard hand going in and anchor ock.

† must be understood that we were not in Akker fjord, and so had no of testing the accuracy of either volume; the balance of probability is in of the Hardy Norsemen of course.

in the bight. In Rolfsö havn you will find three to seven fathoms sand; keep about two cables' length from the point, which will be on your port hand when entering. Having rounded Tarhalsen, you steer for Akker point, from which lay your course for Haaen island, and as soon as Hammerfest harbour opens, steer in and drop anchor. Do not forget that the soundings are in *fathoms* in this harbour.

From Hammerfest we went round the North Cape, putting into Havø Sund on the way, as it had suddenly come on very thick with strong weather. If obliged to run for Havø do not enter at the west side; two fathoms is the least depth in the Sund according to the Directions, but we demonstrated the falsity of this by taking soundings with the keel. Keep the southern shore of the Sund well aboard: had we done so we should not have touched.

We know of no difficulty from here to Stappen islands—steer for Kalven the islet north of Maasö, thence for Stappen, off which is a reef but it does not extend far out. Stukebøen about north-east of Stappen will break badly in stormy weather as there are but four fathoms on it. Knivskærødden is a low point running far out, over which will be seen to the eastward the lofty North Cape. This we rounded on Thursday, July 16th, at 10·45 p.m., sun shining brightly overhead and glittering on the snow that rested in the clefts of the huge storm beaten rock, which rises perpendicularly from the water to the height of about 1200 feet. There are various anchorages in and about Magerö, but they are all particularised in the English Directions; we were in one only, viz:—Stikkelvaaghavn in Magerö Sund, an excellent little harbour with six to eight fathoms good holding ground. The Norwegian Directions advise you to anchor far in, but we were afraid to go so far, and found very good anchorage about midway. We had no further difficulties except those arising from most persistent calms, in consequence of which we did not again reach Hammerfest until the evening of the 19th.

We forgot to mention in its proper place that on approaching Hammerfest from the westward it is in our opinion far more advisable to go outside Sorö as we did than to take the channel inside the island (Sorö Sund) since the latter is by no means so free from dangers as the former.

The stream sets as follows:—Vattenholm in Sorö Sund E. from half flood; Hammerfest and Melkø Sund, N. from ditto; Rolfsö Sund Magerö Sund E. from ditto; Bred Sund E. one hour after ebb.

DYAI

(To be Continued.)

AMERICAN NOTES ON YACHTING.

A BRIEF retrospect of yachting in this country for only a few years past—for with us it must be acknowledged that yachting is even yet in its infancy—presents an episode in the nautical life of a comparatively new people that may well excite the wonder and admiration of the older nations of the world. Not merely the giant strides that young America has made in naval architecture, changing in a few years the whole character of our armed as well as merchant marine, but also in that spirit of nautical daring and seaman-like hardihood so unexpectedly developed by those whose whole ambition it would seem to have been to enjoy and avail themselves of the “halcyon wavelets” of an inland navigation, although unsurpassed, perhaps, in the world. The long and experienced procession of the patriarchial yachtsmen of the “sea-girt isle,” with whom the theory of navigation went hand in hand with its practical application upon the “deep sea”—whose yachts, launched as it were from their very cradles upon a more or less boisterous ocean—might well be presumed, from a physical necessity, to have prepared themselves as well as their yachting craft to “face the music” of an ocean wind and an ocean wave—yearly testing, too, the speed and weatherly qualities of their vessels in the oftentimes troubled waters that encircle their coast. It would be no more than natural to expect that the flag of the Royal Yacht Squadron should be seen beneath the glare of a burning Hecla in the north, or wave beneath the fervid sun of the torrid zone, or the balmy air of a Mediterranean sea. But the wonder is that without such physical necessities and inducements the spirit of nautical adventure and daring should be so unexpectedly developed in their congeners of the West, leading them to aspire to the proud distinction of their national sires and claim that “Their march is o’er the mountain wave, their home upon the deep,” whether their floating domicile be the graceful yacht, “walking the waters like a thing of life,” a nautilus-like “bubble” of air in the shape of a life-preserving “Bolsa,” or navigable raft, or an “Ingersoll life-boat,” (*Red, White and Blue,*) mimicking in her three-masted sea rig our merchant marine.

It is but a few years since—and when our yachting association, yet in swaddling clothes, having scarcely “chip’d the shell”—that the spirit maritime adventure and nautical sporting proclivity astonished at least yachting world by the advent in British waters of the celebrated *Alt America*, crossing the Atlantic and contending successfully against yachts of the United Kingdom for the Queen’s Cup—“England’s

(now America's) most honoured prize." Little did the Commodore of the club and his accompanying yachtsmen dream, even as the America coasted along the shores of England, that the shadows her canvas cast upon the chalk cliffs of Dover were the "negative" of a photograph so soon to be followed by a "positive," depicting "the America ahead and her fifteen competitors nowhere;" that the gleam from the stars in her bunting was then and there stereotyping upon their flinty faces the fame and nautical renown of the association they so worthily represented; much less did they think that their graceful craft was destined to be the champion not only of the Solent and the waters around the Wight, where her laurels were won, but also the instrument in inaugurating a "Champion Cup"—a challenge in perpetuity to the yachting marine of the nautical world—and least of all could they have anticipated or even have indulged the hope of a continued possession of that "much coveted prize" for so lengthened a period, extending over nearly a score of years. Nor need the nautical complacency of their successors be at all disturbed in this connection by any of the earlier or more recent performances, or rather non-performances, of the "Sapphic order," neither originating nor conducted in that true yachting spirit which inspired the owners of the America; but most, with some few honorable exceptions, under a very different spirit, mere commercial adventures *in forma pauperis*, and much more in the spirit of a Yankee pedlar, combined with that of England's "citizen of credit and renown," who, though on pleasure bent had still a frugal mind, and utterly wanting in any of the elements of that genuine spirit of yachting which merits or is even entitled to success. Nautical facts, like unnautical facts, are very "stubborn things," and the fact that the Queen's Cup has never been lost, and only once won, stands still upon the record, and to all the International (?)—so called—"Sapphic music" from the other side of the water we may fairly respond in the spirit and air of a well known and popular song—

"There stands the Queen's Cup
Shining in its case."

To England's yachtsmen the Queen's Cup is no doubt, as Mr. Ashbury suggests, "a much coveted prize." But the Queen's Cup of '51 has to us an enhanced value, independent of the nautical triumph it commemorates. It was a triumph achieved in the presence of the donor herself, and the deep interest her Majesty manifested in that contest and the graceful and considerate courtesy extended to the successful yachtsmen and to their no less fortunate vessel are most pleasant reminiscences associated with that cup. And it is eminently due to nautical as well as the conventional gallantry of the club to acknowle

that all the earlier associations connected with that "Queen's Cup" are still fresh and fragrant in their memories, and not unlike the "vase in which roses have once been distilled." That cup may be "challenged, may be won, if you will; yet their day-dreams of its past will cling to it still." Those memories are now perpetuated in our club by its being made a "Champion Cup" for "all time." Nor can we be expected to jeopard even our continued possession of it, except upon a fair and liberal construction of at least the expressed terms and conditions (the "tenure") upon which we as well as all other "organized yachting associations," will be required hereafter to hold it, more especially as the terms are infinitely more liberal and nautically just than those in compliance with which that cup was won.

That the same spirit of nautical adventure and enthusiasm still obtains among American yachtsmen was but recently manifested in the great ocean match of the winter of 1866, when three yachts of the squadron carried at their mastheads over the wintry waves of the Atlantic a trinity of signal colors by day, and the gleam of those same colors from their mastheaded "signal lights" tinging the white foam of the crested wave by night. What but a genuine spirit of yachting and nautical adventure could have prompted the owners of the yachts and the members of the club who joined them to wind up and "taper off" their summer's cruising upon the smooth waves of the "light green seas" and breast the mountain-wave and rolling billow of the winter solstice? The heavy expenses incurred in preparing, manning and keeping their vessels in commission, and the still greater outlay in the loss of time, preclude the idea that pecuniary consideration, notwithstanding the large amount staked upon the result, was the "spur on the wing of the ostrich" "pricking the sides of their nautical intent." It was not, as has been intimated, "either the prestige of wealth or the wager at stake," and can only be regarded as the impulse of that nautical instinct and spirit of maritime adventure which forms so prominent a feature in our national life. With us the instinct is (as it already has been with our yachting friends abroad) rapidly assuming the character of a passion, and "a life on the ocean wave and a home on the heaving sea" is becoming the *ultima Thule* of the yachtman's hopes and aspirations. And notwithstanding the splendid bays and harbours, the spacious sounds and inland waters of his native land, he covets, in addition thereto,

" * * * * * A home on the sea,
Where the wild waves are crested with foam;
Where the shrill winds are whistling free
As o'er the glad waters they come."

And when our ocean racers dropped their anchors at Cowes the salvos

that greeted their arrival and the unbounded hospitality with which they were welcomed gave evidence, not only of a kindred feeling and spirit, but a full and just appreciation of the nautical feat resulting from it. The members of the club who had the pleasure of visiting at that time the great centre of yachting life, after an exciting voyage across the ocean, may well cherish the hope and expectation that their brother yachtsmen abroad will in like manner 'ere long reciprocate the nautical visit, and thus enable them and their fellow yachtsmen on this side of the water to extend, if not such an "Irish" or an "English welcome" as that which greeted them upon their arrival at Cowes, at least a real, cordial and sincere American greeting. A prospect not altogether delusive, that such hope will be realized may be measurably indulged in, from the composite challenge and nautically interesting proposal addressed to the Commodore of the club by Mr. Ashbury (the owner of the *Cambria*, the winning vessel in the late encounter with the *Sappho*). It is, however, by no means improbable that the prompt and courteous response of the Commodore, and the no less prompt and liberal tender of the Vice-commodore of the club, will be followed up by some one or more of our spirited yachtsmen, "Thames measurement to the contrary notwithstanding," and eventually the whole of Mr. Ashbury's yachting programme may be carried out and "youthful America" again be seen "bearding" the yachting lion in British waters. But even socially regarded it seems rather one sided, considering how many visits our yachts have made to their yachting friends in England, that the ordinary conventionalities of social reciprocity should be so entirely ignored by them. A "turn about," to say the least, is but fair play. In regard to the more important topic alluded to in his communication, the "Queen's Cup," no doubt when Mr. A's proposal in that connection comes properly endorsed by some "organized yachting association" in his own country, and our club are thus enabled to comply with the one essential term or condition upon which they hold the champion prize, that a fair and mutually satisfactory arrangement can be made as to all the minor details incident to such an international and nautical contest in our own waters. If such should be the happy result our next yachting season will present a feature that cannot fail to interest, we might almost say, the maritime world.

But there is another phase of oceanic yachting, or perhaps, more strictly speaking, of episodic nautical life, that answers in one respect at least, the poetic description of the classic bard,

"Apparent rari nantes in gurgite vasto,"

and which ought not to wholly escape the notice or due appreciation

the yachtsman. No stronger evidence could be given of the spirit of nautical daring, and adventure, of self-reliance, fearlessness and self-negation, than that exhibited by those intrepid mariners who navigated across the Atlantic a ship-rigged Ingersoll life-boat and a fore-and-aft rigged "Bolsa," or life-raft, encountering as might well be anticipated, anything but halcyon seas and gently wafting breezes, as their respective logs most sensationally testify to; yet they "did it," and did it successfully; and so far forth have at least toned down one of the most fearful terrors of the ocean, the certain or almost inevitable loss of life from one or other of those appalling perils of the seas—fire and foundering from collision. What has been done once can be done again; and those two nautical adventures were all that seemed necessary to put the "cap sheaf," upon the twin maritime inventions, the "life-raft," and the "life-boat." To assure the travelling community, the mariner, the wayfarers, and even the pleasure-seeking wanderers of the sea, that, in "giving up the ship," they do not—"ex necessitate"—give up life with it, but, trumpet tongued, admonishes, especially the mariner, never to hoist the white flag, unless actually or spiritually emblazoned with the motto *nihil desperandum*; for, with either of those maritime structures, they now know the chances are two to one, if not more, in their favor, and if not "picked up at sea" they now know that, with nautical pluck and navigational skill—"by or large," "a taut bowline," or a "free sheet," will bring them "to Cowes or a harbour."

But of what practical benefit are the most ingenious life-securing, life-preserving maritime inventions, if not rendered available by that spirit of nautical adventure and those yachting tendencies so conspicuously developed in our own as well as foreign countries, and making itself felt, not only in improving the naval architecture of the merchant and armed marine, but at the same time infusing a general navigational enthusiasm commensurate with such improvements in all classes of the sea-going community, developing itself in accordance with the means and resources of each individual. This spirit is quickened into renewed life. Fostered and encouraged by the numerous yachting associations abroad, which, with all the "prestige of wealth" and the almost unlimited opportunity of leisure, "can wander the wide seas all over,"

in their fine sea-going and weatherly craft "suffer" all the comforts, conveniences and even luxuries that the magic of wealth can supply. "ne o'er the swelling wave, in their most conveniently arranged apartments below deck, with such "means and appliances to boot" as almost render the mere fancies of the poet the most fascinating realities, well they luxuriate even in such a "home on the sea."

In like manner our yachting associations are making their influence felt in all the maritime interests of the country. And our yachtsman, too, after a very brief probation in his land-locked sounds and bays, spreads his white canvas "dimity" to the ocean breeze, and with his floating Alhambra in sporting rig "breaks like a quarter horse" for a three thousand mile race. And suddenly, in the vernacular of the Law merchant, finds himself the "ship's husband," responding to the yachting refrain from abroad—

"I'm afloat, I'm afloat, on the deep rolling tide;
The oceans's my home, and my bark is my bride."

Yet we must bear in mind that, even such sportive yachting "o'er the glad waters," is not all *coulour de rose*, although a very large portion of even the "beau ideal" of "life on the ocean wave" is fully realized notwithstanding the fact that the seas are not always Pacific seas, and that the sterner and more trying realities of storm and tempest are also to be encountered.

The ocean yachting of England's yachtsmen, when in their staunch, sea-rigged and well manned vessels, carrying the Union Jack, even into "thrilling regions of thick-ribbed ice," doubling either Cape, and displaying it among the isles of the Pacific, and the Australian Ophirs of the Indian Ocean, although originating and prompted by the same spirit of nautical adventure as that which gave inspiration and prompt action to the hardy and daring adventurers, and navigators of the "Bolsa" and the "life-boat," might still, comparatively speaking, be regarded as the poetry of yachting, notwithstanding the many *contre-temps* of wind, climate and weather, while the yachting voyages of the latter—if, indeed, entitled to the term designating that pleasureable recreation of nautical life—must have been to say the least, "yachting under difficulties," exceeding in some respects those "perils by sea" which the great Apostle of the Gentiles encountered in his yachting excursion from the port of Adramyttium to the island of Melita. For British yachtsmen well knew that neither the seas nor the tempests of the "*mare clausum*" are to be compared to the piled mountain billows or the fierce Euroclydons of the "*altum mare*" or broad Atlantic. Our modern palinurus, however, escaped the thrice shipwrecked episodes of the Apostle, and the four-and-twenty hours of total submersion in ' sea, for the log of the life-boat only records one dive or submersion, to the ship's foremast, and only four times on her beam ends; but nevertheless, they too, reached a "Fair Haven" and a "Melita" safely, "and knew that the island was called 'Albion,' and the unbarbarized people showed them no little kindness." If it is true, and

seafaring man will deny the fact, "that they who go down to the sea in big ships see the wonders of the deep," it is no less true that those who venture in miniature ones must see considerably more of the "admiralty and maritime" elephant.

In view of the practical and beneficial results connected with such novel and untried navigational performances we cannot regard them as standing "rank and file" with those utterly profitless and fearful exposures of life which cater only to the morbid, diseased, and purely sensational phases of the mind. Feats of dexterous poisoning may be performed in mid-air over the eddying rapids of Niagara, or a leap from the "table rock" into the mist and boiling waters below, without one solitary feature to redeem the acts from the charge of worthless foolhardiness, and the query "*cui bona?*" admits only of the baldest negation; but now that the sea-going, buoyant and weatherly qualities, and the navigational capacities of the life-boat and the life-raft have been so thoroughly tested and demonstrated, it would seem but the dictate of an enlarged and comprehensive humanity, and but a just estimate of the value of individual life, that one or the other, or both of those invaluable life preservers should appear in the inventory of every sea-going vessel, at least as part and parcel of her "tackle, apparel and furniture."

But to conclude these desultory lucubrations in connection with ocean yachting may we not indulge the hope that from the yachting spirit demonstrating itself so enthusiastically the last season, in the increased number of regattas, the annual cruises of the different associations, the prizes presented for competition by the liberality of the officers of our own club, and even by individual members, that the coming season for yachting will be in "keeping" if not exceeding in spirit that of the last; and after realizing all our anticipations in that respect that "their memories will cling to us still" and afford the yachting enthusiast many of those *Noctes Ambrosiae* to bridge over the frigid interregnum of his aquatic sports.

The gallant offer of the owner of the *Cambria* may not meet with a responsive voice from among his fellow yachtsmen, and his cherished aspiration in respect to the long coveted prize may not be practically participated in by his own or any other "organized" yachting association, deferring the long anticipated and hoped for contest. But though railroad parlance we may "fail to connect" on the "Queen's Cup," thus be deprived of the excitement of an International contest, yet approximate future is still full of promise. From the renewed spirit shed in what at present may be regarded as the great central yachting association of our own country; the yearly increase in the size or

tonnage of the yachts of the squadron, a symptom or feature that would seem to indicate and unmistakably to "marshall them the way they should go;" the yet recent trial of speed of the three champions of the Atlantic during the winter *regime* upon the high seas—we have a sure harbinger that in future ocean yachting will enter more largely than heretofore into that national, truly recreative and practically useful pastime.

Now, too, that the club have left their recent "local habitation," where, after a sojourn of so many years, and those, too, of their plastic infancy, very serious apprehensions might well have been entertained lest they should become so radically enamored and even wedded to "rural sights and rural scenes" as 'ere long to be induced "to take their hammocks on their backs and all together go and settle on the banks where the pleasant rivers flow." But now having changed their "Fields Elysian" for an Edenic, and almost Paraisaical home nearer the sea, even the theoretical yachtsman can unite with his more practical and sea-loving associate in orisons, and in vespers, to the trident-bearing monarch of the deep, and from "rosy morn to dewy eve" luxuriate in their respective proclivities or tendencies.

" At morn, when the sun from the east
Comes mantled in crimson and gold,
Whose hues on the billows are cast,
Which sparkle with splendour untold,
Oh, then on the shore can we stray
Or roam as the Halcyon free
From envy and care far away
At our home on the deep heaving sea.
" At eve, when the moon in her pride
Rides Queen of the soft summer's night,
And gleams o'er the murmuring tide
In floods of her silvery light,
Oh, earth has no beauty so rare—
No spot that is dearer to me—
Let's enjoy, then, so fresh and so fair,
Our home, near the deep heaving sea."

New York Herald.

A YACHTSMAN.

THE ROYAL SYDNEY YACHT SQUADRON MATCH.

THE first class match of the above club has been this year invested with peculiar interest from the fact that besides the contest for the club trophy, it was also to decide the merits of the vessels respecting which a wide spread difference of opinion existed. The one essentially a colonial model, having no prototype in the yachting fleet of the old world, the other built on the newest and most approved lines of one of the most famed builders in England. We need scarcely say that the colonial vessel is the *Xarifa*, winner of innumerable prizes, conqueror of the crack schooner *Chance*, and the equally formidable *Alerte*. Her rival, Mr. Dangar's *Mistral*, of which great expectations were formed, not merely on account of the beauty of her lines, but from the easy victory she achieved in the match for Mr. Parbury's prize, has also to be ranked amongst the vanquished, though the cause which led to this result must be considered as leaving the respective merits of the two vessels as open a question as ever. The admirers of the *Xarifa* cannot claim much credit for the victory; and those who pinned their faith to the *Mistral* will assuredly not consider the result of Saturday's race as a decisive proof that their opinions were erroneous. There can be no dispute as to which is the faster in smooth water; but their merits in a sea-way may still be considered an open question to be settled on a future occasion. Nothing that could ensure success or provide for a fair trial of speed was omitted by either Mr. Parbury or Mr. Dangar. The services of the most experienced hands were retained, both vessels were recently docked, and had a thorough overhaul in hull and equipments. During the past week they were out daily, sailing over the course and about the harbour, until the excitement in yachting circles became more intense than on any match that has previously taken place in these waters. A large amount of money was invested on the result, and at the start 2 to 1 was freely offered on the *Mistral*. Saturday opened with a promise of a fine day, though to those who consulted the barometer, a rapidly falling glass gave warning of something brewing. In the early part of the forenoon, the breeze freshened from N.E., then shifted more to the northward, and shortly after 11 a.m. blew very fresh from the north-east. The steamer *Collaroy*, chartered to accompany the race, was used also at the service of the members of the club, and about noon at the Circular Wharf, with a large number of passengers. The start was fixed for 12 o'clock, and after a short delay occasioned by the *Xarifa* not being ready the yachts entered for the match took their places in the following order:—*Mistral*, cutter, 35 tons, Commodore Dangar; No. 4.—VOL. XVIII.

Vivid, cutter, 26 tons, Mr. S. C. Burt; and Xarifa, cutter, 31 tons, Vice-commodore Parbury.

No. 1 station was to the southward, and well up in Farm Cove, that held by the Xarifa being near Mrs. Macquarie's chair. At 11m. 30s. past noon, the acting Commodore dropped his flag and almost simultaneously with its fall Xarifa's jib was run up rather loosely, and she was off. Vivid, the first to have jib and foresail set, followed closely; but the larger vessel took some time to cant and gather way, thus giving her rivals a good start; Xarifa, under jib, foresail, and mainsail, was going through the water at a great rate before the Mistral, with jib-headed topsail aloft, was well underway, and all ran past Fort Denison before a whole-sail sou'-wester. Off Garden Island Vivid drew up on Xarifa's quarter, as if trying to weather her—a trick which Curtis prevented for a time, but, as if careless of what Vivid's position might be, he soon after squared away to find that the Mistral, now going splendidly, had drawn up close on his quarter. The breeze now shifted to N.E., and the cause of Vivid's move became apparent; it had given her the windward position. Xarifa sent up a square-headed gaff topsail, and they stood down harbour close hauled; the big cutter holding a much better wind than the other two. After passing Bradley's Mistral drew clear of the pair, heaving well up for Skark Point. Vivid was the first about, seeming to prefer the advantage of the ebb tide to any chance elants of wind she might get by going close in shore. Xarifa tacked when about halfway between Hoskin's Beach and Shark Point; Mistral, when apparently a couple of hundred yards to windward, also went about, and all were now heading for the western shore, the sea getting up very fast. Vivid having housed her topmast, was holding a respectable position when she met the first casualty of the day by carrying away her jib traveller and luffed up to repair damages. Mistral stood right across the harbour to within a short distance to the southward of George's Head, then went about. Xarifa made a short tack into midchannel and stood into Watson's. Vivid having repaired damages, also headed to the eastward; Mistral was in stays between South Reef and Lady's Bay; Xarifa, then in Camp Cove, also went about, and soon after carried away some of her bowsprit gear, was compelled to take in her jib and send a couple of hands out to make temporary repairs, but still kept under way. Mistral passed South Reef at 12h. 50m., Xarifa at 12h. 54m. 10s., and Vivid about two minutes after. The latter was doing astonishingly well considering her accident, as the nasty, confused sea, in which the superior power of the larger vessels gave them a great advantage. There were scores of spectat

eagerly watching the contest from the cliffs, as the yachts and accompanying steamer passed "the colours:" *Xarifa's* big topsail which, on a wind, appeared more detrimental than otherwise, now served its purpose and helped her along. *Mistral* had, however, a long lead, and when off *Bondi*, finding the breeze falling lighter, took in her jib-headed topsail, and sent a balloon one aloft. This change—useful as it might have been at the time—lost her the race, as the extra strain told upon the jaws of her gaff; that on the starboard side gave way off *Coogee*, when fully a mile ahead; and before opening *Long Bay*, she had to send down her topsail. Shortly before two o'clock the wind again drew round to the northward, and a heavy squall gathering in the westward betokened a further change. *Xarifa*, with gaff-topsail aloft, tested the excellence of her rigging by gybing her boom to the port side; *Vivid* made all snug by shifting jibs and taking in a couple of reefs. Those on board the *Collaroy*, who had seen three hands aloft together on the *Mistral* felt assured there was something wrong; but she ran on for the flag-boat off *Botany* with her boom still on the starboard quarter, and when within a couple of hundred yards of the rounding point suddenly luffed up, hung in stays for an instant, and went about on the starboard tack. The flag-boat off *Botany* was rounded in the following order:—*Mistral* 2h. 8m. 30s., *Xarifa*, at 2h. 10m. 50s., *Vivid* 2h. 19m. 40s.

Mistral had still a chance of winning, being 2m. 20s. ahead, and even money was laid that she pulled it off. All the yachts, with topmast down, now shaped their course for the North Head of *Botany*, with the wind fresh and varying from N.N.W. to N.W.; but after going about on the port tack they got it more from the westward. The starboard jaw of *Mistral's* gaff parting rendered the peak of her mainsail useless, and enabled the *Xarifa* to draw upon her very fast. There were marked indications of a southerly, and its early arrival seemed the only thing that could save the *Mistral* and deprive the "*Rifa*" of her champion honours as she weathered on *Mistral*, before they got past *Long Bay*. The latter holding her own on one board, losing it on the other, but still sticking to her work in a manner that elicited admiration. Tack for tack, the pair worked up the coast, the wind backing round again as if to settle at N.E. The *Vivid*, though long way astern, was making a good stern chase, and was below *ndi* when *Xarifa* was abreast of the upper light, where several hundred spectators were now assembled. As the *Collaroy* passed the *Mis*—three ringing cheers were given for the creditable manner in which she was handled, but the race was now virtually over. *Xarifa* sent her topmast aloft, and soon after that square-headed gaff-topsail which has

aided her in so many contests was set the harbour was entered, everything drawing, and she ran home an easy winner, finishing the race at 6h. 8m. 5s. Mistral, in her crippled state, and with her topmast still housed, rounded the flag-boat off Fort Macquarie at 6h. 20m. 55s. The "southerly burster" which had threatened all day, set in a few minutes after the Mistral came in, caught the Vivid down the harbour and prevented her putting in an appearance at the finish. The duties of acting-Commodore for the day were discharged by Mr. P. F. Adams, in a manner deserving of the highest commendation, and the close attention with which he watched the race throughout might advantageously serve as an example to all on whom a similar duty may devolve. We need scarcely say that the Xarifa is still the champion of Australian waters, or that she was built by Sheehy, of Woolloomooloo, for the present owner, Vice-Commodore Parbury, from lines of which Mr. R. Harnett may be considered as partly the original designer. The Mistral was constructed last year for Commodore Dangar by Hayes and Sheehy; the Vivid, formerly known in English waters as the Scourge, is from the celebrated establishment of Fife, builder of Fiona, Kilmeny, and Torch, three of the fastest vessels of their class afloat. The fine schooner Chance, the quondam rival of the victor of Saturday's contest was sailing with the yachts on Saturday, and went rapidly for a time—though only under a well-worn working suit, until she carried away her stay foresail sheets and parted company.—*Sydney Morning Herald, December 14th, 1868.*

THE YACHTING CONGRESS.

THIS long-talked of meeting was held on Thursday, March 4th, it was numerously attended, and the deliberations produced the following regulations:—

1. That the entries shall be sent to the secretary by ten o'clock p.m. three days previous to each match, and in the event of that day falling on a Sunday, the entries shall close at ten o'clock p.m. on Saturday, written in the following form:—

	Please to enter the	ya
for the	race at	on
	Her distinguishing flag is	
and her tonnage in accordance with rule 22 is		to
And I undertake that she shall not have on board any bags of		at

or any ballast or weight prepared for or that can be used for the purpose of trimming her to windward; and that no ballast shall be shifted, and that all the other rules shall be obeyed while sailing under this entry.

Signed this

day of

Owner.

The entrance fee must be paid to the secretary at the time of making such entry.

No yacht shall be allowed to sail in any club match until the owner or owners shall have paid all arrears and subscriptions due to any club whose matches are sailed under these rules.

2. Each yacht entering for a prize must be *bonâ fide* the property of one or more members of a royal yacht club.

3. Each vessel shall take her station under the direction of the officers appointed for that purpose.

The preparative flag will be hoisted, and a gun fired five minutes before the time of starting. A second gun will be fired and the flag lowered, which will be the signal to start.

Squaresail yards and booms may be hoisted and rigged.

Any yacht letting go or parting her cable, or dragging her anchor before the second gun is fired will be disqualified, subject to the decision of the proper authorities.

4. No member shall be allowed to enter more than one yacht in each match.

5. No restriction as to canvas.

6. All yachts shall keep their platforms down, and all ballast must be under the platform or in lockers. Bulkheads and doors must be kept standing. All yachts must be fitted with their usual anchors, tanks, and fittings, to the satisfaction of the proper authorities. No putting out or taking in ballast, or starting or taking in water allowed after the preparative flag is hoisted.

That no ballast shall be shipped, unshipped, or shifted during a match; no bags of shot or any other kind of ballast prepared for or that can be used for shifting (including water ballast) shall be allowed on board.

The flag officers or committee shall have power to inspect the ballast any yacht entered for a match, and to disqualify any yacht whose ballast is not in strict conformity with this rule.

No vessels which are fitted with machinery for shifting keels, or otherwise altering the form of their bottoms, shall be permitted to start.

No other means of propulsion than sails allowed.

8. Yachts on the port tack must give way to those on the starboard tack, and wherever a doubt exists of the possibility of weathering the one on the starboard tack the one on the port tack, shall give way; if the other keep her course and collision occurs the yacht on the port tack shall pay all damages, and forfeit all claim to the prize.

The yacht on the starboard tack should never bear away; but if she is obliged to luff or tack to avoid the other yacht, the one on the port tack (so obliging her to luff or tack) shall lose all claim to the prize.

Yachts going free must invariably give way to those close hauled.

Yachts meeting must put their helms to port to avoid collision, and in case of accident the one that shall be proved not to have acted according to this rule shall pay all damages, and forfeit all claim to the prize.

9. Any yacht bearing away or altering her course to leeward, providing there is no obstruction, thereby compelling another vessel to go out of her course, shall forfeit all claim to the prize. In running before the wind the side on which the leading yacht carries her main boom to be considered the lee side.

When two yachts are sailing on a wind, or free along a weather shore, the weathermost yacht, when in such a position that she cannot bear away without fouling, shall be at liberty to hail the lee one to give her room to avoid the shore, and the lee one is bound to bear up sufficiently to give the room which is necessarily required by the weather yacht.

10. Any yacht touching the station vessel, or any mark boat or buoy, either herself, her masts, spars, sails, or ropes, shall forfeit all claim to the prize.

11. When rounding or passing any mark boat or buoy should any other yacht in the race compel the yacht which is inmost to touch such mark boat or buoy, the yacht so compelling her shall forfeit all claim to the prize, and her owner shall pay for all damage that may occur; and the yacht so compelled to touch shall not suffer any penalty for such contact.

12. If two yachts are standing for the shore, or towards any vessel, and the yacht to leeward be likely to run aground or foul of a vessel and be unable to stay without coming in contact with the windward yacht, the windward yacht must be put about on being hailed by owner, pilot, master, or any member of the club who may be on board the leeward yacht; such yacht must, however, in that case tack at the same time as the one she hails.

13. All matches must be sailed at a rate of not less than four miles an hour by first-class yachts, thus a

40 miles course must be sailed under 10 hours.

60 " " " " " " 15 "

Three miles and-a-half by second-class yachts. Three miles by third-class yachts.

That if the leading yacht has not passed the flag-vessel by the hour calculated according to this scale, the race shall be null and void.

14. That should a yacht have cause of protest during any race, she shall signify it by showing her ensign conspicuously in her main rigging, the same to be kept flying while passing the flag-vessel, and until acknowledged by a gun from the said vessel; and the cause of protest must be stated in writing to the committee within two hours after the vessel shall arrive at the flag-ship.

15. Yachts above 20 and under 50 tons shall carry a boat not less than 10 feet in length; and yachts of 50 tons and under 100 tons shall carry a boat not less than 12 feet in length; and all yachts of 100 tons and above shall carry a boat not less than 14 feet in length.

All yachts must carry a life-buoy on deck ready for use.

16. In every race the owner or his representative (who must be a member of a Royal Yacht Club), or a person appointed by the committee, must be on board, who will be required to sign a declaration that the yacht under his charge has strictly conformed to the sailing regulations, before she can be entitled to the prize. This declaration must also be signed by the sailing-master belonging to the yacht.

17. The number of paid hands allowed to be on board shall be limited according to the following scale:—

Yachts under 10 tons, 2 hands					
Yachts 10 tons and under	15	"	3	"	"
"	15	"	22	"	4
"	22	"	30	"	5
"	30	"	38	"	6
"	38	"	46	"	7
"	46	"	55	"	8

One hand for every 10 tons above 55 tons, exclusive of the owner or representative.

When yachts start with all sails down, one extra paid hand allowed every 50 tons or fraction thereof of the vessel's tonnage.

This does not prevent the owner inviting his friends or taking his servants, provided that not more than two of the friends assist in king the vessel.

18. Yachts may anchor during the race, provided they afterwards weigh their anchor.

19. Should any flag-vessel or boat be removed from its original position, either by accident or design, the race shall be sailed over again or not, at the option of the sailing committee.

20. A chart or description of the course and distance, as well as all final instructions, will be given to any person intending to compete for a prize at the time of entry, or as soon after as possible.

21. All club matches and all yachts sailing therein shall be under the direction of the flag-officer's committee or president for the time being, who, in the event of any doubt or dispute, may, if he should think it desirable, defer the presentation of the prize, and refer any question arising out of the match to the local sailing committee, whose decision may be appealed from to the Yachting Council.

22. The measurement for the purpose of ascertaining the tonnage of a yacht shall be taken in the following manner :—The length shall be taken in a straight line at the deck from the fore part of the stem to the after part of the stern-post, from which deducting the breadth of the remainder shall be esteemed the just length to find the tonnage ; and the breadth shall be taken from the outside of the outside plank in the broadest part of the yacht above or below the main wales ; then, multiplying the length by the breadth so taken, and the product by half the breadth, and dividing the whole by 94, the quotient shall be deemed the true tonnage ; provided, nevertheless, that if any contrivance be resorted to in the build of a yacht to evade this rule, the measurers are empowered to take their measurement according to its spirit and intention ; the owner, if dissatisfied, may appeal to the committee.

The fraction of $\frac{1}{2}$ and over are to be counted as a ton, and any fraction under $\frac{1}{2}$ will be disregarded.

Certificates of measurement taken by any yacht club conforming to these rules will be accepted.

23. All yachts sailing in a match must have a proper distinguishing flag of not less than the following dimensions, viz :—yachts 50 tons and over 2-ft. in the hoist by 3-ft. in the fly ; yachts under 50 tons, 18-in. in the hoist by 27-in. in the fly, to be carried at the topmast head unless the topmast shall be struck or carried away, in which case the flag shall be hoisted in a conspicuous place.

24. No other means of sounding than the lead line allowed.

25. That during a match, should any yacht engaged therein, and any road tier, or vessel at anchor, she be allowed to shove or warp clear ; if unassisted by any person out of, or not belonging to, the yacht,

except the crew or crews of the vessel or vessels so fouled. Any person during a match leaving a yacht engaged therein (unless his so doing shall be proved to have been unavoidable) shall forfeit such yacht's claim to the prize.

26. No rule decided upon.

27. No rule decided upon.

28. If a yacht before the termination of a match shall desire to decline the contest, she shall signify the same by hauling down her distinguishing flag.

29. In case of a man or men falling overboard from any of the yachts when sailing for prizes, it is required that all yachts should use their utmost endeavours to render assistance, and if it should appear that the leading yacht was prevented winning by such delay the committee reserve to themselves the power to declare the race null and void, and to have the prize sailed for again.

30. These sailing rules are grounded upon the plain principle that all attempts to win in a match by other means than fair sailing and superior speed and skill should be prevented, and checked by restrictions, based on the ordinary customs of the sea; but as no rules could be devised capable of meeting every chance and accident of sailing, it will be the duty of the various local sailing committees in all cases of protest, to bear in view the principle above laid down, rather than to admit of cavils and disagreements of a specious nature, which may arise out of the cases they have to decide.

The proceedings were brought to a close with a dinner given by the Commodore and Vice-Commodore of the Royal Victoria Yacht Club, to which all the flag-officers of the various clubs were invited.

[The following letters on the above rules have appeared in *Bell's Life* which we have transferred to our pages, confident that the whole subject requires well ventilating, by yachtmen in general.]

SIR.—I have read in your paper of Saturday March 6th. the result of the labours of the Yachting Congress, and am sorry to see that there are one or two most important subjects not touched on at all, I mean chiefly classification and allowance to schooners and yawls for their rig. With reference to these two points my idea is to make a large number of classes, so as to avoid doing any injustice to existing interests, abolish separate schooner and yawl classes altogether, except for prizes given by private individuals, and allow schooners to deduct $\frac{1}{2}$ and yawls $\frac{1}{4}$ of their tonnage for racing purposes. I would suggest the following scheme of classification, or rather two schemes, for each day of a regatta which extends over two days; and clubs which, for only one day's sports could take one classification one year, and the other the next regularly:—

First day: 1st class, yachts exceeding 40 tons; 2nd class, 40 tons and under; 3rd class 20 tons and under, and 4th class 12 tons and under.

Second day: 1st class, yachts of 60 tons and under, second class, 30 tons and under; 3rd class, 15 tons and under, and 4th class, 10 tons and under. With this arrangement we should have on the first day the sixty tonners going against the big fellows, the thirties against the forties, the fifteens against the twenties, and the tens against the twelves; while on the second day the forties would go against the sixties, the twenties against the thirties, and the twelves against the fifteens; so that all except the monsters would have two days' racing, and one of the days in their own proper class. I think also that a rule should be inserted in the code, expressly provided for walks over, on which subject the oracles are dumb (except by inference), as nothing has in my opinion tended more to mar sport and create dissatisfaction and disappointment among racing men than the old "three-to-start-or-no-race" rule. Hoping to return to the subject in a future letter,

I am, yours, &c.,

THALASSA.

SIR.—I trust I may not be presuming too much on the favour you have always shown in opening your columns to me by requesting your kind insertion of the following observations on the subject of the Yachting Congress. Great credit is due to the yachting committee for its endeavours to produce a code of rules for governing all regattas, the necessity of which has made itself felt every year more and more. As this is a subject which interests deeply all yachting men, especially those that race, I venture to offer some opinions, and if they only incite others, more competent than myself, to write about and discuss the new code, I shall feel that I have not troubled you in vain with my letter. The result of the labours of the sub-committee of the Yachting Congress, as I see by your impression of Saturday, March 6th. is a code composed of 29 rules, and most of them, no doubt, very good, although they do not, I suppose, lay much claim to novelty, with, however, some exceptions, such as Rule 13, which is a great improvement, but unfortunately neutralized by the words, "unless the local committee shall decide otherwise" which, of course, they will, as they always do. The very object of a Code is to withdraw the power from Regatta Committees, and lay down laws to be observed by them all as well as by the competing yachts. I must say I consider these views of the question to have been too much lost sight of in the drawing up of the Code.

In Rule 1, about entering, I have several observations to make. Firstly, it would be more conducive to sport, and would be fairer on those vessels coming from distant ports, to allow them to enter up to 6 o'clock p.m. the day previous to the race by paying double entrance fee, and in the eve of that day being Sunday, they be allowed to enter up to, say 7 o'clock Monday morning. Secondly, that starters have their entrance money returned. Thirdly, that the last part of Rule 1 be omitted as totally impractical, for how can it be ascertained what is due to other clubs? or, at lea

change the sentence thus: "until the owner or owners shall have paid all arrears and subscriptions due to *this* club." In Rule 3, as it can be presumed that a yacht parting her cable or dragging her anchor does so involuntarily, I would suggest the omission of this part. As a rule, it only occurs in heavy weather, where it makes but little difference; in light weather it seldom happens, and can be easily remedied. Rule 16, what is the use of this rule? Has not the owner already on entering signed a paper to the same effect? Rule 17 limits the number of hands, and thereby the quantity of sail—for what object? It is very hard to limit the number of working friends to two.

The Royal Thames Yacht Club very justly allows five for schooners. I would not limit them at all, neither the sails nor paid hands. In Rule 21, "any question arising out of the match is referred to the local sailing committee," but it should be added, with the right of further appeal to the supreme yachting council, which should correspond to the Jockey Club. In my humble opinion no one—be he flag officer even—should be a member of the yachting council unless owner of a racing yacht, whether large or small, for only those who really race have sufficient interest in the matter. Not that every one who possesses a racing yacht should belong by right to the yachting council, but that only out of the body of actual racing yacht owners should the council be chosen.

Yacht racing and yachting are two quite distinct things in many respects, and I am quite aware that a great many cruising yachtsmen look down upon the racing men, whereas racing is the heart and soul of yachting, and does in no wise interfere with or preclude cruising, *vide* the Cambria and many others. If we want to beat the Americans let us be untrammelled by vexatious laws about sails and crews and friends, signing documents and getting them countersigned by our own captains, but rather let us apply ourselves to adopting a uniform and fair code for measurement, time for tonnage, and signalling, and let us facilitate the improvement of shipbuilding and racing by adopting such rules as will bring as many vessels as possible to the starting buoy under fair and equitable conditions for all, whether large, small, British, or Foreign.

May I still be permitted to encroach a little longer on your valuable space in order to mention some few rules which have not yet been brought forward by the Congress, but without some, of which, at least the rules are not complete? For instance, with respect to walks over, postponement of races, division of classes, time for tonnage, handicapping, club starting, moorings, springs, sweeping, poling, pushing, taking time of arrivals, pay of usual hands, issue of club programmes. Rules on all these points and on many others have already been published in *Hunt's Yachting Magazine* of October 1868, and are in a great measure taken from that excellent Code of Rules compiled by Red with White Maltese Cross." With your kind permission Mr. Editor, will forward you a copy of what appeared in *Hunt*, requesting you to favour me by inserting it in your next impression.

I am, yours, &c.,

March 16th, 1869.

A YACHT OWNER.

London March 15th, 1863.

MR. EDITOR.—In your paper of Saturday, March 6th, a Code of Sailing Regulations is published, and it is stated that the code was submitted to the Yacht Congress, but it does not appear whether the code was adopted. Let us hope that it was not, for in its present state it is deplorable. That a large body of men should produce a somewhat incongruous set of regulations was perhaps inevitable, but some one might have been employed to put the regulations into tolerable and intelligible English; at all events, they ought never to have appeared in their present form—ill compiled, ill arranged and ill written, as Macaulay said of Croker's *Boswell*.

A few illustrations will show that these observations are not unfounded. "*Commençons par le commencement*," as Rabelais has it.

1. "That all entries shall be sent to the Secretary [what secretary?] by ten o'clock p.m. three days previous to each match; and in the event of that day [what day?] falling on a Sunday the entries shall close on Saturday, written in the following form," &c. We may perhaps be able to guess what this means, but unless there has been some misprint we are driven to suspect that the Congress must have employed the celebrated Mrs. Brown, whose compositions have enlivened the columns of *Fun*.

16. "All yachts must carry a life-buoy." Now, "every yacht must carry a life-buoy," or "all yachts must carry life-buoys," would be intelligible; but unless a life-buoy is like the celebrated elephant which came over in three ships, it can't be carried by all the yachts. So in 23, "All yachts sailing in a match must have a distinguishing flag" In fact, the ancient rules as to singular and plural are treated with the utmost contempt throughout. Again, "Any yacht touching the station vessel, or any mark-boat or buoy, either herself, her mast, spars, sails, or ropes, shall forfeit all claim to the prize." Whose masts, spars, sails or ropes? Those of the yacht or those of the station vessel? and what is that wonderful "herself" Mrs. Brown again! However it would be tedious to point out the numerous and ludicrous defects in grammar and perspicuity, and I will proceed to point out some of the more serious defects.

Rule 8. besides a great deal of useless verbiage, contains the following clauses.—"Yachts on the port tack must give way to those on the starboard tack" "Yachts going free must invariably give way to those close hauled." These rules are clearly contradictory, and which of them is to be followed when a yacht close hauled on the port tack meets one free on the starboard tack? The contingency so frequently happens in the Thames that it would be positively dangerous to sail there under this rule. In another part of the same rule the Code says, "a yacht on the starboard tack should never bear away." What, then is to be done, when, as not unfrequently happens the yacht on the port tack is nearly clear, but does not choose to luff? the owner of the yacht on the starboard tack shrinks, as he always does, as always will, from going crash into the other, thereby wrecking both, a probably killing or maiming half a dozen men, is his conduct, therefore, be the subject of protest, and when he protests against the conduct of

yacht on the port tack is he to be told, "You can't say anything; you broke the rule, too; you should not have borne away." This rule of the Code must at once be altered or abandoned, especially as the following short and simple rule seems to meet all the emergencies, and is, moreover, consistent with the rule of the sea.—"A yacht on the port tack shall always give way to a yacht on the starboard tack; and if two yachts are on the same tack that which is going free shall give way to that which is close hauled."

Rule 17. After limiting the number of hands on board, goes on to say:—"This does not prevent the owner inviting (taking is probably meant) his friends, or taking his own servants, provided that not more than two of his friends assist in working the vessel." The owner may, therefore, under this rule take any number of his servants, who may all assist in working the vessel, which the framers of the Code could hardly have intended, as "servants," is a word of large import.

Rule 24. "No other means of sounding than the lead line allowed." What is the use of this obsolete and ridiculous regulation?

Rule 25 professes to deal with running aground or fouling, but there is not one word in it as to running aground, and the inference would be, that a yacht aground might not shove or warp off, which is probably the reverse of what the framers of the Code intended.

These are few of the prominent defects and blunders in this unfortunate Code, and they fully prove the sagacity of Lord Alfred Paget, who from the first objected to the whole scheme. Had the Code been carefully and judiciously compiled, the circumstances differ so much in different places that a general Code is impossible. Independently of defects and blunders the proposed Code is obviously not intended for the Thames, and if adopted by any club on that river must lead to numerous protests and disputes.

The only merit in the Code is that rules 9 and 11 are intended to oblige one yacht always to give room to another, but the rules themselves, however good their intention may be, are clumsy, ill-drawn, and imperfect.

Yours, &c.,

C. M.

Royal London Yacht Club, March 22nd, 1869.

MR. EDITOR: Kindly permit me as one deeply interested in all that appertains to yachts and yachting, to reply to the letters of "C. M.," and "A Yacht Owner," which have recently appeared in your columns. Your first-named correspondent, after a good deal of would-be facetiousness regarding the grammatical construction of the rules, which I do not think it necessary to take further notice of, proceeds to find fault with various rules, commencing with Rule 8, and states that the two clauses in the rule, viz, "yachts on the port tack must give way to those on the starboard tack," "yachts going free must invariably give way to those closely hauled," are contradictory, and proceeds to ask, what must a yacht, close hauled do on the port tack, when she meets one going free on the starboard tack? Well, the merest tyro in yachting would have told him at once, that she

must keep her course, and that the first part of the rule only applies when both yachts are close-hauled; if he doubts this interpretation of the rule, let him try a different plan in his first match or cruise, if he is a yachtsman, which I doubt, and see what the committee or a court of law would say in the event of a collision to his reading of the rule; but perhaps the best answer I can make is that the rule, as it stands, is a repetition of the Board of Trade rule, and therefore part of the "law of the land," or rather sea. He then proceeds to ask if the yacht on the port tack is nearly clear, what is the yacht on the starboard tack to do, bear away or run into her? I say neither, she should tack and protest against the other yacht for forcing her about; for a yacht on the port tack has no right to cross one on the starboard tack, unless she is perfectly certain to go clear. He then objects to rule 17, because it allows the owner to take any number of servants who may assist in working the yacht, but if he will read the rule as it was decided on at the meeting he will find that such is not the case, it is as follows:—"This does not prevent the owner inviting his friends or taking his own servants, provided that no servant and not more than two of his friends assist at any one time in working the vessel." "A Yacht Owner," who is more temperate and less sweeping in his denunciations of the code, makes several objections to which I will endeavour to reply as briefly as possible. Rule 1. does not prevent any club or regatta committee allowing port entries if they think fit, but it was the general opinion of the Congress that it should be discouraged by the infliction of a heavy penalty, as in these days of steam and telegraph it is easy for an owner to enter his yacht in time to allow committees to make all their arrangements without hurry. Rule 3. It is not right to assume always that a yacht drags her anchor involuntarily, it is sometimes done on purpose to get a clear start, and therefore it is right to have a rule forbidding it. Rule 17. The number of paid hands is limited to save the owner expense, and the number of working friends is limited to prevent one owner who may have a number of friends near at hand gaining an unfair advantage over another who may be a stranger in the land and friendless. In drawing up a code of rules to be used under such varying circumstances as occur at different regattas, it is impossible to legislate on all the details, for as the purses of the different clubs vary considerably in length it is impossible to divide yachts into classes; so also, as the different courses vary so materially in length, it is almost impossible to draw up a scale of time allowance, although a plan to effect this, based on an allowance per ton per mile will be brought before the Yachting Council, if appointed. Members of clubs, if they do not find the rules exactly suited to their requirements, should be content to give and take a little, as I am sure they will find the universal rules work very well.—Yours, &c.,

SIR.—If one gives one's cook every kind of meat, some game, and many rabbits, one naturally expects her to turn out something like good soup; so if one gives a Yachting Congress any quantity of rules and regulation to

guide them, one might also naturally expect great results. True it is that some yachting men were somewhat sceptical of this Congress, thinking the material hardly the right sort, and having other misgivings; but these were put down as belonging to that class of Englishmen who are pleased at nothing, who are in the habit of throwing impediments in the way of all improvements, and who in short are such conservatives as to be considered mere stumbling blocks in these stirring days. Let us, however, calmly consider the result of the labours of the Yachting Congress, and judge for ourselves what has been done for the cause of yachting, and whether the racing world in particular will derive any benefit from this mountain which has been in labour. The object for which the Congress have from time to time met, has been, to use nearly the words of a sporting contemporary, "to secure freedom from objections and protests, the fruitful source of which may justly be ascribed to the want of uniform rules and regulations binding on all yacht clubs." Now I should like to ask any experienced racing man if he ever found the want of uniform rules and regulations to be the source of protests? and I should then like to ask him if he considered that the Yachting Congress had in any way helped us in this respect? I cannot conceive that he would answer in any other way than *No* to both these questions, as wherever he races the yachtsman has a code of rules to sail by, and he has only to keep to these same rules to avoid all cause for protest; for I am quite sure, so far as my experience goes, that I never met with any case which was not amply provided for by the rules of the club at whose regatta I was sailing. It is not from a lack of rules that we are suffering, so much as the want of proper committees to enforce these rules; committees being too frequently composed of individuals who are more interested in handsome *dejeuners* and receptions or too "easy going" to disqualify any one unhesitatingly, against whom the slightest attempt at dodging can be proved. This is one of our greatest drawbacks, and another is the want of a rule disqualifying for one year a yacht, her owner, and her skipper, when any infringement of the rules can be brought home to them. The Jockey Club manage to keep order in this way, and though we have a rougher set to deal with, I feel sure that if we had this rule, and men to enforce it, we should have no vessel on the port-tack running into another on the starboard tack, as happened the year before last at Kingstown; no shouting on the part of a skipper on the port-tack *miles to leeward* of another on the starboard tack, to *intimidate her skipper into going about*, and thus gaining a temporary advantage; no sweeping of decks by hostile booms, as happened in the same waters, or in short any unfair dealing as the risk of incurring such a penalty would be so great as to prevent these skippers indulging their propensities. Had our Congress helped us in these acts, they would have deserved our warmest thanks, but to me it seems they have done nothing to secure us against a dodging and its attendant protests, but simply to have gleaned the rules of our different clubs, with a view of making a general hodge-podge, and of compelling one club to adopt the rules of another, however absurd they may be. And now one word in relation about unlimited canvas, which I have often protested against on

previous occasions, and glad am I to see that I have so practical a yachtsman of the same opinion as myself as the Vice-Commodore of the Royal Mersey. I find that two members of the Congress spoke in favour of the measure, the one the Commodore of the Royal Mersey with whom I am ready to join issue on some future occasion, the other the noble owner of the Hyacinth, whom I will at once answer. His lordship says that the limited number of hands enforced by one of the rules will in some measure correct this evil, but allow me to assure him that he never laboured under a greater mistake, as it is most erroneous to suppose for a moment that a 10, a 15, or a 20 tonner, with their three and four paid hands (and other vessels in like proportion), the owner and a couple of friends, cannot hoist any amount of niobes, spinnakers, and jimcracks as they please, all which, to my mind, are of no practical advantage to yachting, but a greater nuisance, and for the same reason to be discarded, with the old shot bag.—Yours, &c.,

A YACHTSMAN.

THE LIFE-BOAT WORK.

It is to us a source of much satisfaction to make some remarks on the annual report of the Royal National Life-boat Institution, which was submitted to a public meeting, held at the London Tavern, Bishopsgate Street, on the 9th ult., His Grace the Duke of Northumberland, F.C., President of the Institution, took the chair on the occasion, and amongst those present we saw The Right Hon. Earl Percy, M.P.; Sir Edward Perrott, Bart.; Admiral Sir W. H. Hall, K.C.B.; Captain Richards, R.N., F.R.S., Hydrographer of the Admiralty; Thomas Chapman, Esq., F.R.S.; General Moore, C.B.; Colonel Mackenzie; James Glaisher, Esq., F.R.S.; William Botley, Esq., F.S.A.; Captain the Hon. F. Maude, R.N.; Colonel Fitz-Roy Clayton; Admiral J. W. Tarleton, C.B.; Francis Brodigan, Esq., J.P.; Admiral Sir George Sartorius, K.C.B.; Edward Birkbeck, Esq.; N. B. Downing, Esq.; Christopher Brown, Esq.; Francis Lean, Esq., R.N.; Arthur Pendarves Vivian, Esq., M.P., and Captain Sir Frederick Arrow, Deputy Master of the Trinity House. We were pleased with the admirable manner in which the Duke discharged his duties on the occasion. He said, if we remember rightly, that, it was to him a source of great satisfaction to see so large an attendance there on that day, showing that the objects of the Institution had lost none of their interest in the hearts of the British public. It was only natural that the people of this country should be attracted to an Institution like this, for if there ever were an Institution calculated to rouse the feelings of Englishmen and Englishwomen, it was one intended for the benefit of those who might be called the first labourers in the foundation of our ocean supremacy, and who, when they were overtaken by tempests and shipwrecks looked to the Institution to send them succour. Its life-boats spread over almost every point of the British Isles where danger was to be apprehended, and the fearful gales of last winter must have told all of

absolute necessity of life-boats being placed on every available spot. The noble Duke further expressed a hope that owners and charterers of ships would have some regard to the condition of the vessels which they sent to sea, too many of which were now so ill found that they were not only lost; but also the precious lives of those who were in them were too often sacrificed.

In a becoming spirit gratitude to the giver of all good was expressed for the success which continued to attend the labours of the Institution, and thanks to its supporters for their generous aid.

As years went by the committee felt more and more sensibly the great responsibility that rested on them in conducting a work wherein human lives were ever at stake, and in the prosecution of which, even one false step might be productive of lamentable consequences.

They felt, however, that if the responsibility was great, yet greater still was the privilege of being permitted to take a part in the noble work of saving their fellow men from an untimely and melancholy end: and they hoped, resting on the support which had not hitherto failed them to persevere in that work for the time to come.

We shall now proceed to give a brief account of the Institution's proceedings during the past year, and could indeed must be the heart which will remain unmoved as we unfold or narrate, in relation to one of the noblest works which man can be engaged in assuaging the suffering of his fellow creatures, the great work of the past year of the life-boat Institution.

Since the last report, eighteen life-boats have been placed, or are about to be placed, on the coast, twelve of them being at new stations, and six taking the place of inferior or worn-out boats. As a necessary completion transporting carriages have also been provided, where required.

The report stated that the Institution now possessed one hundred and ninety-eight life-boats. During the past twelve months they had been the means of rescuing *six hundred and three* persons from various shipwrecks; nearly the whole of whom were rescued under circumstances in which dear life could not have been saved by any ordinary description of boat.

On some of the occasions when lives had been saved, the services of the life-boat crews had been of the most heroic character. Two instances, occurring in the month of December last, the one near Penzance and the other near Bideford, demand especial notice. On both these occasions when 17 shipwrecked persons in all had been saved, the boats were described by eye-witnesses as having to encounter terrific and overwhelming seas, which at times threw them into a position almost perpendicular, and eventually both were upset, but happily both boats speedily righted themselves,

the crews regained them in safety, and have expressed renewed confidence in their valuable qualities. Mr. N. B. Downing, banker of Penzance, and who is the Hon. Secretary of the Institution in that town, described at the edification of the meeting, in graphic language, the noble deeds of the Penzance life-boat on the occasion in question.

The crews of the several life-boats of the Institution continued to regard

them with unbounded confidence. That confidence is undoubtedly fully justified by the very small number of lives which (considering the perilous character of the life-boat work) had been lost from them, amounting to less than an average of one in each year since the Institution, in the year 1852, undertook the work of providing our coasts with improved life-boats.

Gratifying and encouraging as was the fact that the National Life-boat Institution had contributed, during the past twelve months, to the saving of nearly nine-hundred lives, it was sad to refer to the distressing loss of life that had taken place during the same period on the coasts and in the seas of the British Isles, as we have often shewn in this *Magazine*. Year after year our coasts are strewn with shipwrecks to the number of nearly 2,000, by which the lives of at least 5,000 or 6,000 men are placed in jeopardy: The number of lives thus imperilled during the past year was fully up to this average. The majority of these would undoubtedly have perished had it not been for the exertions which are promptly and unceasingly put forth on such occasions by the life-boats as well as by shore-boats, the Rocket and Mortar apparatus of the Board of Trade, and other available and practicable means.

Notwithstanding these exertions, nearly 700 persons perished from shipwrecks on the coasts of the United Kingdom during the past year—a number which may appear large if uncomparred with the death-roll of former years, or if the enormous extent of British trade, and the dangerous character of our shores, are not considered; but which, whilst it was sufficient to call forth the continued efforts of this Institution, and the generous aid of a humane public, yet showed so great a reduction in the death list of the previous year—which was 1,233—as to afford every encouragement to persevere in the noble work of saving human lives.

The services of the Life-boats of the Institution continue not only to elicit the gratitude of the men who have been rescued, in many instances, from the very jaws of death, but also to call forth universal approbation.

The Committee had likewise proofs by them that many ships during the past year had been saved from destruction by the life-boats, which had been signalled off to them, remaining for hours together by the distressed ships, thereby encouraging their crews to renewed exertions and skill to contend successfully with the tempest.

Public meetings had been held in some of the large cities and towns of the country, to promote the objects of the Institution, thus testifying their appreciation of its great and national work, and affording the most gratifying encouragement to the committee to persevere in their efforts on behalf of shipwrecked sailors.

Attention was called to the unceasing efforts of the Board of Trade, in maturing and maintaining the Rocket Apparatus in a state of thorough efficiency. That agency contributed every year, under the able management of the Coastguard service to the saving of hundreds of lives from shipwreck, in situations where from the presence of rocks and other impediments, it would be absolutely impracticable for life-boats to be rendered equally available.

The number of lives saved during the forty-five years from the establishment of the Institution in 1824 to the end of the year 1868, either by its life-boats or by special exertions for which it had granted rewards amount to 17,849.

This is certainly a glorious life-saving record of which our country may well be proud, reflecting honour, as it does, alike on those who have personally by their intrepidity and exertions contributed to the happy result, and on those who have, by their liberality, enabled the Institution to effect and encourage its accomplishment.

During the past year, 13 Silver Medals, 15 Votes of Thanks inscribed on vellum and parchment and £2,431, had been granted for saving the lives of 862 persons by life-boats, shore and fishing boats, and other means, on the coasts and outlying banks of the United Kingdom. The rewards of the Institution continued to be regarded by our coast boatmen and fishermen as next in importance to that granted by the Queen.

Since the formation of the Institution, it has expended on life-boat establishments £214,439, and voted 90 Gold and 801 Silver Medals for saving life, and pecuniary rewards to the amount of £29,167. It was gratifying to find that the receipts of the Institution had been in the past year £31,688. 9s. 8d. Of this sum no less than £6,713. 0s. 2d., were special gifts to defray the cost of 13 life-boats.

The Institution had lost by death during the past year several valued friends, and particularly referred to Admiral Robert Gordon, and Captain C. R. Egerton, R.N., both of whom had for many years been active members of its committee of management.

We feel bound to give prominence to the legacies which had recently been left to the Institution, for by these acts of benevolence on the part of the departed—the stability and perpetuity of the Institution will hereafter mainly depend.

Here are the deeds, which though of deceased persons—still speak in noble words :—Mr. George Berger, Newcastle Street, Strand, 10*l.* 10*s.* 0*d.*; R. S. Fydell, Esq., Rutland, 50*l.* 0*s.* 0*d.*; Felix Slade, Esq., Lambeth, 300*l.* 0*s.* 0*d.*; Mrs. Mary Chapman, Aldborough, 60*l.*, 0*s.* 0*d.*; E. A. Bromehead, Esq., Thornthwaite, Cumberland, 100*l.* 0*s.* 0*d.*; Miss Louisa Hall, Maida Vale, (New Three per Cents) 1000*l.* 0*s.* 0*d.*; E. D. Baker, Esq., Newcastle Street, Strand, 20*l.* 0*s.* 0*d.*; Dr. G. E. Aldred, Richmond (Bonds) 100*l.* 0*s.* 0*d.*; Joseph Hudson, Esq., Barrow-upon-Soar, 100*l.* 0*s.* 0*d.*; Friend Hoar, Esq., Rochester, 10*l.* 0*s.* 0*d.*; Thomas Temple Silver, Esq., Woodbridge, 650*l.* 0*s.* 0*d.*; The Earl of Shrewsbury and Talbot, Probable Share of Residue, to exceed 250*l.* 0*s.* 0*d.*; Edmund Astrop, Esq., Hull, 19*l.* 19*s.* 0*d.*; Miss S. Warner, Bath, 350*l.* 0*s.* 0*d.*; William Jones, Esq., Norwich, 200*l.* 0*s.* 0*d.*; William Naylor, Esq., Twickenham, 500*l.* 0*s.* 0*d.*; Francis House Kingston, q., Harpenden, (Stock) 500*l.* 0*s.* 0*d.*; Jacob Gorfenkile, Esq., Liverpool, 40*l.* 0*s.* 0*d.*; J. S. Beckett, Esq., Tormoham, Devon, 600*l.* 0*s.* 0*d.*; William Angar, Esq., Cheltenham, 200*l.* 0*s.* 0*d.*

We observe that during the past year 10,834*l.* 19*s.* 9*d.* was expended on

additional life-boats transporting-carriages, boat-houses, and necessary gear; 6,513*l*. 6*s*. 7*d*. on the expenses of repairs, painting, refitting, &c.; and 6,573*l*. 13*s*. 7*d*. in rewards for services to shipwrecked crews, coxswains' salaries, and quarterly practice of the Life-boats' crews; making altogether (including liabilities amounting to 4,668*l*. 6*s*. 6*d*. for Life-boat Stations now in course of formation, and other expenses,) a total of 31,585*l*. 4*s*. 3*d*.

The Institution had now as we have previously mentioned under its charge a magnificent fleet, consisting of 198 Life-boats, and it will be at once evident that owing to its magnitude the costliness of its operations is unavoidable; yet it must be a gratifying fact, that the generosity of the Public has in this, as in every other good and beneficent work, been proportionately large and liberal.

To maintain and perpetuate these operations is a matter of unceasing solicitude on the part of the Committee, who cannot fail to be deeply sensible of the responsibility incurred in the management of this great and national Institution. Nevertheless, encouraged as they had been by the Public, aided also by their invaluable local organization, and by their own able and experienced Secretary and two Inspectors of Life-boats, they did not shrink from that responsibility; on the contrary, they appear determined, with the continued blessing of Almighty God, to leave no effort untried that can in any way tend to decrease the loss of life from shipwreck on the coast of the United Kingdom.

[We call attention to the plate of the Life-boat, accompanying this number, as a graphic description of the perils often encountered by our daring seamen.]

THE ANGLO-AMERICAN YACHT MATCH.

By the courtesy of Mr. James Ashbury we have been favoured with the following further correspondence on the subject of the proposed match between the Cambria and Sappho :—

Union Club, New York, Feb. 20th, 1869.

DEAR SIR : I am in receipt of your letter of the 1st. inst.

The courses which you propose for our contemplated match are hardly such as I had reference to in my letter as best calculated to test the comparative sea-going qualities of our vessels. My desire is to sail over a course entirely outside of the English Channel, such as to the coast of Spain or to the Azores and back. If not convenient to you to be absent on so long a race, I should be perfectly satisfied with a course from the west coast of Ireland, starting say from the mouth of the River Shannon, and sailing 50 or 60 miles out and back.

When we meet, however, I have no doubt that an arrangement satisfactory to both can be made.

Referring to the paragraph in your letter, in which you state that the Cambria is only 188 tons to the Sappho's 381, Thames measurement, I would remark that that system of measurement, being arbitrary and specia

adapted to the English yacht model, is totally unfair when applied to the comparatively shallow and broad-beamed American vessel.

By the New York Yacht Club measurement the *Cambria* measures 237 tons to the *Sappho's* 274, making a difference of 37 tons only, instead of 193 as by the Thames measurement.

I remain, dear sir, yours truly,

To James Ashbury, Esq.

WILLIAM DOUGLAS.

6, Eastern Terrace, Brighton, March 8th, 1869.

DEAR SIR: I am this day favoured with yours of the 20th February, wherein you say my proposals of 1st ult., did not quite meet your views or expectations.

For a long Atlantic or ocean race the same objections I made to the *Dauntless* are equally applicable to the *Sappho*; still at the same time, it would afford me much pleasure to sail your vessel a longer race if I could and I can conveniently do so; if possible, I intend between the Thames and Isle of Wight matches to sail to Cork or Dublin, or both, for racing purposes, in which case you would, doubtless, sail such a course with me.

As regards the measurement question, if you read the *Field* and *Bell's Life* regularly, you will have noted that subject is being thoroughly ventilated, and as soon as I receive the necessary information from the New York Yacht Club on this matter I will formally call upon the Sailing Committee of the Royal Thames Yacht Club to discuss the equity of our measurement. Their reply will be submitted by me to the Yachting Congress, and whatever mode of measurement they fix upon will be satisfactory to me, as I am fully aware that the time has arrived when this vexed question should be fairly and dispassionately considered as between the two countries.

I remain, dear sir, faithfully yours,

To William Douglas, Esq.

JAMES ASHBURY.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Thames Yacht Club.—The March meeting was held on the 3rd ult., at the Club House, Albemarle Street, when Sir John Hegarty, (cutter yacht *Charm*) and several other gentlemen were added to the list of members. Among yachting topics Capt. Lovett, of the schooner *Mirage*, offered to give a cup of the value of 200 guineas for a race to Gibraltar—20 guineas to be the entrance fee, and not less than ten yachts to enter. Open to yachts belonging to the club, and the New York Club. The fees to be proportionately divided between second and third yachts. Should this come yachtsmen will have plenty of work during the year.

New Thames Yacht Club.—The monthly meeting of the above club, at Caledonian Hotel, Adelphi, as well as the house dinner that preceded it, Thursday March 11th, was very fully attended by members, the Vice-modore, Mr. J. D. Lee, presiding.

The minutes of the previous meeting having been confirmed, and several new members elected, the motion, of which notice had been given, that the committee meet early in this year, at the discretion of the officers, to arrange the programme of sport for the season and bring it forward for approval at their next club meeting, was proposed by Mr. Rudge, who pointed out its expediency on several grounds, and was unanimously carried.

A letter from Captain W. Conway Gordon, Vice-Commodore of the Royal Albert Yacht Club, was then read. It stated at some length the anticipated visit of foreign yachts during the coming season to England, and suggested the getting up of a Grand International Regatta upon the occasion, with the gift of prizes worthy of the nation. The letter intimated that two yachts were expected from America, and two or three more from France, with others, and invited the New Thames Yacht Club to send a representative to a meeting of the flag-officers to be held on an early day in London. After some conversation upon the subject, Mr. Mills, one of the committee, at the request of the club, consented to attend the meeting, and hear what was proposed in detail.

Royal London Yacht Club.—The monthly meeting took place on Monday March 15th, the Rear-Commodore in the chair. The minutes of the last meeting having been read and confirmed, and Mr. C. W. Price, Mr. R. S. Roper, and Mr. W. F. Pilcher elected members of the club, the chairman brought forward, on behalf of the Sailing Committee, the proposition that the Universal Sailing Rules, as published, be adopted by the club, which was immediately carried without a dissentient voice, as were a number of alterations in the sailing rules of the club consequent upon that resolution. A vote of thanks was passed to Mr. Earle, of the Sphinx, for a picture of that vessel presented to the club.

Royal Southern Yacht Club.—On Friday March 12th, a special general meeting of this club was held at the club rooms, Dolphin Hotel, Southampton, to take into consideration a letter received from the Vice-Commodore of the Royal Albert Yacht Club on the subject of a proposed grand International regatta during the coming season, when it was resolved that Major Brandram be requested to attend the meeting at Willis's Rooms, on the club's behalf, and report the proceedings.

Royal Mersey Yacht Club.—The meeting of this club for March was held at Liverpool, on March 3rd.; the Rear-Commodore presided. The following prizes have been fixed upon to be sailed for on July 5th:—First class £70, and £30 second yacht; second class £40, and £20 second yacht; third class £25, and £10 second yacht. A schooner race is also proposed on July 6th, £100 ladies' prize of 30 tons and upwards, and £50 cup, for yachts of 8 tons and up to 30 tons. These prizes include several handsome presentation prizes, and further particulars will appear in due time. The officers of the club have been re-elected, with thanks for their past services, and consist of Mr. S. R. Graves, M.P., Commodore; Mr. T. W. Terry, Vice-Commodore; Mr. P. B. Drinkwater, Rear-Commodore; Col. Boue, treasurer; Mr. John Haddock, cup-bearer; Mr. B. Platt and Mr. F. L.

Ross, auditors; and Mr. Henry Melling, secretary. The election of members also to serve on the sailing committee, the prize committee, and the measuring officers, were arranged.

Prince of Wales Yacht Club.—At the last meeting, March 8th, the whole of the Officers were re-elected—viz., Commodore Long, Vice-Commodore Lowe, Rear-Commodore Sadlier, Treasurer Turner, Cup-bearer Webster, and Hon. Sec. Legg.

Ranelagh Yacht Club.—The monthly meeting of the above club took place at the Pier Hotel, Chelsea, on Wednesday evening, March 10th: the Commodore Mr. Boyd, in the chair. The minutes of the previous meeting having been read and confirmed, Mr. Lenthall brought forward a motion recommended for adoption by the Sailing Committee:—"That the subscription for life members be 10 guineas instead of 5 guineas, as heretofore, and that the law stating such subscriptions are to be kept as a distinct fund be expunged." Carried unanimously.

The Commodore then moved the second resolution, recommended by the committee: that the club meetings be held for the future, at the discretion of the club, at the Ship Hotel, Charing-cross." Carried unanimously.

Mr. Lister then moved the third suggestion of the committee: "That the future entrance fee be one guinea instead of half a guinea as heretofore." It was seconded by the Commodore, and carried unanimously.

Editor's Locker.

EGERIA'S MEASUREMENT.

London, March 3rd, 1869.

SIR.—Perhaps your correspondent "Red with White Maltese Cross" will kindly inform your readers what are the true measurements of the Egeria, if those of the R.L.Y.C. are incorrect. The Egeria was stated on the cards on the day of the race to be 143 tons, not 146 and a fraction.

Your obedient servant,

To the Editor H.Y.M.

H.

TONNAGE MEASUREMENT.

Plymouth, March 11th, 1869.

SIR.—Your valuable correspondent "Red with White Maltese Cross" has enlightened me much; I certainly was not aware that it had become the fashion to make an allowance for the difference between the thickness of the bottom plank and the main wales, and I must say that I think such a method of measuring for tonnage, is grossly unfair, towards iron, clinker and composite vessels which have no wales,—I therefore learn with regret that the Committee of the Yacht Congress, who were appointed in June last for the purpose of compiling a Uniform Code of Sailing Regulations have actually recommended that, the measurement for breadth be taken "above and below the mainwales." Why, Sir, by this rule a vessel of 20 feet beam,

will be enabled with the greatest ease to make her measuring width 19 feet only. All you have to do in order to effect this, is to give your craft a round tumble home side, like a Symondite brig or the America schooner of 1851, have a little extra thickness of wale, and taper off by diminishing strakes below, in the usual manner, and above, only ending at the covering board, where you could by this mischievous rule, claim to be measured, and it must be transparent to every one, that a 6in. tumble home each side or round in aloft, could easily be obtained, without impairing the appearance or the qualities of a vessel 20 feet wide.

The tacking of this absurd and unfair postscript on to the original Royal Mersey rule may well be termed chicanery by your able correspondent, who I have no doubt will not sit still under such legislation as this, but combat it lustily and effectually "more sue" as he did the ballast abomination.

I recollect well that many years ago in the Royal Navy, that when any youthful denizen of the cockpit, was detected in an abortive attempt at *weathering* any of his messmates a shout would be raised to this effect, "Avast there Master Wide-o, let's have none of your *scrump shanking*." Now I think that if the owners of iron or other yachts, that can only lose by this unfair method of measuring, allow such *scrump shanking* to become the rule, they must be patient and docile indeed, but I can hardly imagine that they will rest quietly, under a law that operates directly to their disadvantage.

As the signature to my last communication, "One who has doubled both Capes" was too long for "Red with White Maltese Cross", being six words to his five, I will to please him abbreviate my designation to

Yours faithfully,

To the Editor H.Y.M.

TUGJUNK.

OBITUARY.—We regret to announce the death of Mr. J. H. Hedge, late owner of the celebrated Bessie, this gentleman was only 39 years of age, and a more kind and affable yachtsman we never met.

CAMBRIA.—We have received another plate of this vessel. It is far superior to the former, and will be done justice to in our next.

REGATTAS AND MATCHES.

- May. 17.—Prince Alfred Yacht Club regatta.—All classes.
 18.—Ditto ditto—Third class.
 21.—Royal London Yacht Club regatta.
 22.—New Thames Yacht Club regatta.—First and second class cutters
 24.—Royal Thames Yacht Club regatta.—Cutter match.
 24.—Prince Alfred Yacht Club regatta.—Corinthian match.

HUNT'S YACHTING MAGAZINE.

MAY 1st, 1869.

THE YACHTING CONGRESS.

(To the Editor of Hunt's Yachting Magazine.)

MR. EDITOR :—I think that the yachting world is very much indebted to you for having published last month the rules of the Yachting Congress in your clear type, and for having at the same time reprinted the different letters that have appeared in a sporting bi-weekly paper on the subject, as you thus gave your readers an opportunity of seeing at a glance both sides of the question, and enabled them to form a better idea of the result of the meetings of the Congress than they could otherwise possibly have formed.

Although acknowledging that I was one of the correspondents referred to, and that I ought not therefore probably to intrude myself again upon the public, I venture to ask for space to enable me once more to enter into a subject fraught with such interest to us all, and I crave your indulgence in this instance, as the letter I allude to was written from home when I had not the rules to refer to and was also written under a press of time, thinking it advisable that all those interested in the matter should without delay, however feeble their pen, offer their opinion to the public.

While entering more fully into the question I am not going to cavil out the grammatical construction of the rules submitted to us by the Congress, as, with all due deference to "C. M.," I think we may safely

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accept the meaning of the sentences without being too nice on this point, and without wishing to put the framers through a competitive examination on the art of composition; rather, let us take the rules as they are meant, and endeavour to ascertain how far the Yachting Congress have assisted us in improving the general condition of our racing codes.

It will be well first to enquire the object for which the Yachting Congress met, in the next to ascertain how far they succeeded in their object, and then to offer some few remarks of our own which may be taken "*quantum valet*."

So far as I can learn from what has appeared in your *Magazine* and the different sporting papers, the object of the Yachting Congress has been to frame a Universal Code of Rules, an object considered necessary, principally because those now in use among the different clubs are the source of continual protests and bickerings.

Now, as I explained in my letter to *Bell's Life*, (to the Editor of which paper I beg to tender my thanks for his courtesy at different times), it is not the rules of the various clubs that are the sources of protests, but the unbridled license of ill-educated men that break them and lead to these undesirable protests; and until the most stringent rules are made, *and enforced*, disqualifying any vessel, her owner, and skipper, for any kind of dodging, you will never have yacht sailing carried on in a proper way or in the spirit that should direct it. It is not many years since in a conversation I had with a most experienced official of one of our most important clubs, that I was told unless a vessel on the starboard tack actually ran into a vessel on the port tack, who would not go about, you would never get a conviction of foul sailing against her! But who may I ask would stand on and run the risk of a collision, with the certainty of carrying away some part of his gear, of putting himself "*hors de combat*," and losing all chance of the race, when you only do the same to your adversary? and I may add assailant. But if you knew that by so doing you would bring home a case of foul sailing, and disqualify your friend for a year, you would gladly run the risk of doing so in order to get rid of a pest and a nuisance for a twelvemonth. Without some such rule we shall still have protests, and the Congress not having touched upon this point have left us as we were.

Then as regards a Universal Code I am quite sure that such a scheme can never be carried out! In the first place you will never find men who have reared their pet children to relinquish them "*in toto*"! others, for

"Never yet was known the mother,
To exchange her own goose for another."

And in the next place I cannot conceive that it would be possible to frame a set of rules that would be applicable to all yacht clubs. Take for instance the question of time ! What could be more absurd than to allow the same amount of time on the quiet waters of the Thames, as over the extremely unquiet waters of the Kingstown course ? On the Thames the *Vindex*, for example, will always hold her own in a whole-sail breeze against the *Vanguard* and *Fiona*, with half-a-minute time; but he would be a bold man who would say the same under similar circumstances round the heaving Kish ! So in other respects what may be applicable to one yacht club may be inapplicable to another, and any attempt to adapt a Universal Code will prove, as I believe it has proved, a complete failure.

But though I assert the impracticability of a Universal Code, far be it from me to say the rules of our yacht clubs are faultless, for I know that such is not the case, and I think if a properly organised Congress had met with the view of examining and revising generally the existing rules of our clubs, and of pointing out the absurdity of any particular rule, such for instance as that of the Royal Cork which disqualifies a vessel for not stopping outside all night in a calm, much good might have been done. The pruning knife might have been used with vast benefit in this way, and one or two fresh rules grafted on to the club which would have immensely profitted thereby, as I cannot help fancying that our different clubs would have listened to practical men, and in many instances carried out their suggestions; but as with the protest question so it is here, we are precisely "as you were" before the Congress met.

Then much might have been done by a Congress in forming a general Code of Signals for starting yachts, such as a red flag half-an-hour before the starting of the first class, a blue flag for the second, and a white for the third, or any other method that might suggest itself whereby each class may have timely warning for the race. Much also might have been done as to the restriction of money to be given for paid hands which is becoming a great evil, as so many millionaires now go in for a year or two racing, little caring what they spend, but leaving an evil behind them, demoralising to the port and ruinous to the more constant sailor.

Then the law of measurement most undoubtedly requires revision, for it now stands two vessels of the same measurement may be as different in size as it is possible to conceive, and yet have to sail upon equal terms. There would not be any very great difficulty in measurement displacement, and certainly we need not be driven in arriving at displacement to the cumbrous suggestion of a correspondent on the

subject of placing the vessel in dock and pumping the water out,—a method unpracticable in most instances and quite unnecessary, when a few figures will do the work in half-an-hour.

Then as regards sails I think we are quite on the wrong tack, as always supposing our object in keeping up regattas to be the improvement in the hulls and the equipment of our yachts, I maintain that unless sails are restricted within reasonable limit you will never ascertain which is the best model, as it becomes merely a question of quantity of canvas carried to the discomfort of the crew and owner, and to the relief only of the latter's pocket.

I will not take up more of your valuable space, or the time of your readers, with any further remarks than one, and that is that I entirely agree with you when you say the subject requires ventilation, and indeed in my opinion something more, and will subscribe myself,

A YACHTSMAN.

April, 1869.

(To the Editor of Hunt's Yachting Magazine.)

Dublin, April 1st, 1869.

SIR:—I am one of the many yachtsmen who, from the first time the subject was broached, have taken a lively interest in the proposal emanating from the Royal Victoria Yacht Club, "that delegates from the various yacht Clubs in the United Kingdom should meet and draw up a Universal Code of Sailing Regulations applicable to all the regattas and club matches on the coast, and endeavour to establish a head council or committee composed of practical yachtsmen, by whom the manifold and often conflicting decisions of sailing committees on disputes and protests, which so often arise, might, as in the analogous cases of the Jockey Club on the Turf, and the National Club in Coursing, be revised and corrected when necessary;" and thus the laws and practice of match sailing be welded by degrees into a great and harmonious system, such as distinguishes the equity practice, or *lex inscripta*, of British jurisprudence. This latter general Court of Appeal is a real necessity, as it is plainly impossible to frame exact laws which would meet every case that may occur in a pastime where the changes and chances depend so much on two such fickle and ever-changing elements as the wind and waves. Feeling thus anxious on the subject, I looked forward for many months to the result of the labours of the committee appointed June 1868, to draw up such a Code, which at length appeared in the columns of *Bell's Life* on 6th March last. On reading it I was at once

struck with its manifest unfitness, on account of its many sins, both of commission and omission, for the object proposed, but honouring the motives which impelled the Royal Victoria to set the scheme foot, and knowing the trouble and expense to which both the Club and its flag-officers had been put in endeavouring to carry it out, I was unwilling to express an opinion on my own judgment, which might look like throwing cold water on so praiseworthy an undertaking, and therefore waited until I could have an opportunity of conferring with other yachtsmen, and seeing whether on the give-and-take principle, it could be received for the present with the view of from time to time amending it, as occasions presented themselves. Meanwhile many letters have appeared in your columns and those of the various sporting papers, all of them condemning it in the most unqualified way, and one of these at least I can recognize as expressing the opinion of the owner of a crack racing vessel, and a member of our most distinguished clubs, while others are those of men well qualified to give a judgment on the matter. In order to test my own views, I lately attended a meeting of the committee of the Prince Alfred Yacht Club, specially appointed to consider this Code, who representing a club established entirely for racing purposes, and being composed altogether of men who either now own, or have owned, racing vessels, and who are constantly in the habit of steering and sailing their own yachts in matches are likely to know where the shoe pinches. I enclose a copy of their report to the club, which speaks for itself, and ought to have weight with other yacht clubs, in deciding whether they will adopt the general Code as it stands at present or not. It will be seen by the detailed reasons given by that committee for declining to recommend it that they do not think it would work well or be useful in its present shape, and that it is more adapted for gentlemen—who, when they do race, like to do so in very large vessels quite at their ease, with all their comforts about them—than for general use; while Rules 7 and 17 are such a monstrous infringement on the liberty of the subject that I trust none of our Irish clubs will hear of them. Hoping that the result of the universal condemnation with which the Code in its present form has been met, will be not the abandonment of the scheme altogether, but the withdrawal of the mishapen bantling so unworthy of its authors, and the putting forward of a Code which can be universally accepted, thereby conferring a lasting benefit on the cause of yacht racing, and with many apologies for taking up so much of your valuable space.

I remain, yours, &c.,

RED, WITH WHITE MALTESE CROSS.

The following is a copy of the report referred to in the foregoing letter:— We, the committee of the Prince Alfred Yacht Club, appointed at the general meeting of the 9th of November last, to revise the rules, sailing regulations, courses, &c., beg to report that we have carefully considered the same, and that we submit the code as contained in the book marked A., and recommend it to the club for adoption. We beg also to report that we have carefully examined the code of sailing regulations issued by the Yacht Congress, as published in *Bell's Life* of 6th of March last, with an earnest wish, if possible, to set an example of uniformity to other clubs, by recommending its adoption as a whole in place of our own sailing regulations; but we find it to be so inapplicable, or rather antagonistic in many ways to our objects and principles, that we regret to be unable to do so, although conscious of the great advantage which a good uniform code would be to yacht racing. Not to go into a criticism on mere matters of English, or on the careless way in which the rules have been drawn up, or rather strung together, from those of many clubs, which has already been commented on in numerous letters which have appeared in the sporting papers, we beg to give the following detailed reasons for objecting to a code, many of the best parts of which are evidently copied from our own rules:—

Rule 1. The last paragraph of this rule is quite impracticable, besides being out of the scope of the code of sailing regulations.

Rule 3. Is imperfect in not stating how the start is to be made, or whether canvas is or is not to be set before the second gun fires, or, indeed, whether it is to be set at all; but, judging from the context as to 'square-sail yards and booms,' it is to be inferred that no canvas may be set until after the second gun—a regulation which would not suit this club, and is not the practice at any of the regattas on this coast.

Rule 6. It is absurd in a code intended for general use to insist on doors being kept on their hinges; which, we suppose, is meant by being kept standing, which would expose in many cases handsome joiners' work to injury from sails, ropes, &c., and the many odds and ends which are necessarily put below during a race; and the same remark will apply to 'fittings,' which might be interpreted to mean carpets, cushions, lamps, china, &c., and these, whether down or up, really makes no difference in a vessel's speed, but are much safer put away, or left ashore, than in their places during a race. While as to anchors, if by 'being fitted' the rule means that they are to be in their usual position on the bows they would always be in the way, and at times really dangerous; while if it means that they may be unshipped and taken below, nothing can be gained by having them on board except as shifters to windward; and as there is not a syllable in the rules to prevent any number of anchors from being carried, they might be very effectually used for this purpose, while, as the rules also omit all mention of carr. & chains, it is to be inferred that these are not considered necessary.

Rule 7. would be mischievous, as being directly opposite to improvement and experiments, and to the objects of the club.

Rule 8. This is certainly not well worded, as it is left in doubt whether

its clauses is to be obeyed. Should a yacht close hauled on the port tack meet another going free on the starboard, and the words added to the first clause, viz. 'Whenever a doubt exists, &c.' are very vague, as they do not prescribe where the doubt is to exist, and it is generally found by far the strongest in the vessel which is to gain by making the other obey the rule. We must, however, commend the clause which forbids 'bearing away' a most dangerous practice, which should be always avoided. The yacht which dreads the danger should tack or luff up into the wind, and then protest if wrongfully forced to do so.

Rule 9. This rule, as far as regards the latter clause, is imperfect, as the principle being once admitted that one vessel is to make room for another, when there is any danger of the latter going ashore, it should be extended to the much more common case of obstacles in the way, such as piers, buoys, vessels at anchor, &c.; and, moreover, it is quite as necessary to protect the lee vessel by giving her room to luff as it is to give the weather one room to bear away, especially as by the first clause of the same rule, and by the general custom of match sailing, the lee side of the leading yacht is the proper one for another, when overtaking, to attempt to pass upon.

Rule 10. Is unintelligible as printed. Does it mean touching the station vessel by or with herself, 'her masts, sails or ropes,' or does it mean those of the station vessel, &c.

Rule 12. It tends to confusion to authorise three or four distinct persons to hail, especially in so important a case. It should be allowable only by the owner, or person acting for him, who should be responsible that his vessel goes about at the same time as the one he hails—a rule by no means always observed.

Rule 15. It is a bad plan to pin an owner absolutely down to carry a particular size of a boat, which may not suit any he has on board. Fourteen feet is too large for a dinghy, while it is too small to include the cutter of a large yacht; besides, the only practical use of a boat in a racing yacht is in case a man falls overboard, and then it is impossible to get out a clumsy boat, which has probably been lashed amidships, while a light handy dinghy can be pitched over the side by two hands in a moment, and the paddles, rowlocks, &c., should always be lashed in her.

Rule 16. Why make a gentleman who has already signed the entry paper sign the same over again? and above all, why require the word of a master to be corroborated by that of his servant?

Rule 17. This rule would of course be quite inapplicable to the Prince Alfred Yacht Club, or indeed to any other which wishes to make its membership practical seamen. It also introduces a new principle on this coast, and one to which we trust, no one of the clubs will agree, especially as to the limitation of working friends, which is contrary to everything which clubs such as ours are endeavouring to encourage.

Rule 21. As no information is given as to what persons the yachting committee is to be composed of, or how they are to be selected, we cannot recommend an appeal from our own committee.

Rule 22. We much prefer, in company with the Royal Mersey, the Royal Cork and other Clubs, to include the wales in the extreme breadth for tonnage, as if put on a vessel and an advantage to her they should be measured. As to adopting certificates of measurements from other clubs, we think that such are often carelessly given, and, though known to be wrong, might be fraudulently used by some owners, and we prefer making each *responsible by his entry paper*, that his vessel is properly measured, being prepared, should we find that she is not, to make him take the consequences.

Rule 25. Nothing is said in this about running aground, and the inference, therefore, would be, that if aground, a yacht must not warp off.

Rule 26. A rule on this subject is much required in order to allow owners to know what size of vessel to build.

Rule 27. A rule on this subject is also much required, as great injustice is often done to owners who cannot remain long at a port; and also a rule to allow any owner, should his vessel meet with an accident, or should he see that it is hopeless to finish the match, to give up when he pleases without being disqualified from starting when the race is re-sailed. By the present practice he must continue knocking about until the time is up, often to his very great inconvenience.

Rule 30. This is hardly a rule, although it contains a very true and excellent principle. For these amongst other reasons which it would take up too much time to enumerate, we have unanimously, but with great regret, come to the conclusion that we cannot recommend the club to adopt the general code of sailing regulations, but beg to submit the alterations we have made in its own.

Signed this 26th day of March, 1869.

THOMAS D. KEOGH, Vice-Commodore, Dinorah and Secret cutters.

GEORGE B. THOMPSON, Rear-Commodore, Torch cutter.

JAMES A. LYLE, Esq. Honorary Secretary.

JOHN M'CURDY, Amberwitch yawl.

WILLIAM I. DOHERTY, Echo cutter.

WILLIAM J. CORRIGAN.

ISAAC WILLIAMS, Peri cutter.

ARTHUR HERBERT ORPEN.

NOTES ON NORWAY AND ITS COAST.*

AT the end of our last paper we gave the set of the stream in the neighbourhood of the North Cape, but find that as regards Magerō Sund the English and Norwegian books directly contradict one another—the former making it W. and the latter E., from half flood. We cannot now recollect which way it sets, but it is not strong and cannot affect you much.

* Continued from page 156.

We must observe that for the northern coast we had no Government directions, but a little book published in 1867 and warranted correct; the Government directions related to the coast from the Halten islands N. to Bodø, of which more by-and-bye. You must likewise understand that when we have been in any harbour we mention the circumstance, so that in other cases we are not personally responsible for the correctness of the information given.

You may find the following courses of some service; they belong more properly to our first paper, but are not altogether out of place here; we shall give others from time to time as occasion arises.

Altsula to North Haaningsvaag	E.N.E. $\frac{1}{2}$ E.
Jernøe to Repvaag	S.W. b W. $\frac{1}{2}$ W.
Inner Porsangerøes to Jernøe	S.S.W.
Outer to Inner Porsangerøes.....	S. $\frac{1}{2}$ E.
Skatören to Altsula.....	E. $\frac{1}{2}$ N.
Skatören to Porsangerøes	E.S.E. $\frac{1}{2}$ E.
Magerø Sund to Skatören.....	S.E. b S.

At Gicesvær on the north side of Magerø is an anchorage, but you are strongly recommended not to try to get into it unassisted, the entrance being extremely difficult and beset with rocks and shoals; however, we believe you can get a pilot from shore here. Repvaag is a good harbour, but when entering take care to keep two-thirds of the distance between the shores from the land on your port hand, to clear the long reef or shoal which stretches from it; but you may not go very close to the land on your starboard, as there is a small rock near it usually under water: the best anchorage is abreast of the warehouse in from four to five fathoms. Between Stor and Lille Altsula you can lie, but it is an open roadstead and the bottom not to be recommended. South Haaningsvaag is a good haven, but do not stand in until you open the farmhouse (*gaarden*) in the bight; you may make fast to the first point on the port or anchor, throughout the haven, in from four to fifteen fathoms, good bottom.

Maasöhamn to Stikkelvaagnøring	E.S.E. $\frac{1}{2}$ E.
Knivskjærodden to Northkyn.....	E b. S.
Langkjær to Knivskjærodden	E.N.E. $\frac{1}{2}$ E.
Lysø at Gicesvær to Langkjær	N.N.E. $\frac{1}{2}$ E.
Maasökalven to Leikö at Gicesvær	E. b N.
Bred Sund to Maasökalven	E.N.E.
Havö Sund to Stikkelvaagnøring	E. $\frac{1}{2}$ S.
Bred Sund to Garpeskjær	S.E. b E.
Rølsö to Havögalven	N.E. b E. $\frac{1}{2}$ F.
Mylingen to Havö Sundsnipen	N.E. b E.
Mylingen to Rølsöhamn	N.E. $\frac{1}{2}$ E.

We have already described Akkerfjord in Sorø, and now proceed to
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mention some other anchorages in that island. Fella on the S.E. side has shelter particularly for vessels bound W.; in entering you must observe to keep near the holms on your port on account of the large shoal on your starboard, but you will do better by making for Hammerfest, which is quite close.

Vatten—or Vatn-havn is the first bight E. of Vatnholm in Sorø Sund—the best anchorage is the centre of the bight where are six to eight fathoms, holding good. Hasvig, at the S.W. point of the island, is sheltered from westerly winds, but exposed to those from the E. and S., and somewhat dangerous on account of the so called Rongsund wind; however the holding is good, and you may anchor all through in from four to ten fathoms. Should you instead select Taborshavn, which is to be preferred when circumstances permit, steer past Hasvignes and across Hasvigfjord for the large holms on the E. side of the latter, and continue this course on account of some small rocks on your starboard. Then the Sound will open and you can anchor in from ten to six fathoms. Bredvigbund on the west side of the island is a tolerably good harbour, with good holding and a depth of from ten to eight fathoms: likewise inside the holm. Sörvoer near Bredvigbund is an indifferent harbour with bad holding, and in order to get in you require the assistance of a pilot—all which circumstances considered, we imagine the place will hardly be rendered historical by a visit from you. This exhausts the list of havens in Sorø to which the directions bore reference, and we now proceed to give some account of Altenfjord, which we visited from Hammerfest.

On Monday, July 20th, we awoke with the agreeable odour of whale oil—wafted across the water from the boiling houses on shore*—in our nostrils, and the “birring” of mosquitoes in our ears. Alas, it is a painful and undeniable fact that these incisive creatures abound in Northern Norway, and in such numbers that it did not surprise us to hear that two of our countrymen had been compelled to give up salmon fishing in the Tana river on account of them. The screw steam yacht Campanara, 225 tons, on board of which was the late Marquis of Hastings, and which was in the harbour when we first arrived, had started on the 13th for Iceland. At 11 a.m. we got under way with a light air, and passing the sunken rock Molvigbø on which is a broom beacon, steered through Strømmen into Varg Sund. The scenery here and in the Altenfjord is bold and fine, much resembling that of Western Highlands of Scotland, but the mountains are loftier and more jagged looking; the snow also gives them a wilder effect. In the af

* It is to be feared that the Inspectors of Nuisances are remiss in their duty else they would not permit any person to inflict such a diabolical smell on fellow townsmen!

noon we anchored at Bosekop at the head of the fjord, the best place in it at which to bring-to. The large white church on the rising ground exactly over the anchorage is a good mark for it. The bight is very small, and you must recollect this, since on the chart it would seem to be about a quarter of a mile long. The fjord is almost clear of dangers; there is a rock whose position is not yet ascertained off the point at the south side of the entrance to Stiern Sund, and a shoal off Korsnæs. To clear the small patches north of Bosekop, lay your course from Altnæsset for the low wooded point at the entrance to Kaafjord, and when far enough steer for the church at Bosekop. Whilst here you should walk across to Altengaard; your way lies through a pretty wood, and you will get a view of the far-famed valley of the Alten, "the garden of Finmark." The river is one of the best for salmon in the country and is at present leased by the Duke of Roxburgh. We had not time to visit the copper works at Kaafjord, which are under the control of an English company. On the 22nd we left Bosekop with very little wind, and at 10 p.m. entered Stiern Sund. By the way, on the southern shore of the Altenfjord are some very curious raised beaches, or as they are designated by the learned—"terraces of erosion"; these are far above high water mark, and thus shew the change which has taken place in the relative levels of the sea and land in the course of ages. Stiern Sund for wild grandeur of scenery is in our opinion unsurpassed by any place we saw. To the sailor it is treacherous, being remarkable for strong squalls which come down with alarming suddenness from the almost vertical mountains on either side; we caught one at 10 a.m. on the 23rd, which "heeled" us over pretty freely for the moment, and then all was still once more. It began to blow at noon as we were getting out of the Sund, the wind came dead ahead and a bad sea quickly got up; so that we resolved to come-to in Loppen roads for the night.

Loppen to Sörvær	N.E. $\frac{1}{2}$ N.
Fuglö Sund to Sörvær	E.N.E.
Vattenholm to Mylingen.....	N.E. b E.
Grundvaagnæs to Hammerfest	E. b N.
Vattenholm to Grundvaagnæs	N.E. b E. $\frac{1}{2}$ E.
Vattenholm to Sildnebben	W. $\frac{1}{2}$ S.
Sildnebben to Hasvig	N. b E. $\frac{1}{4}$ N.
Loppeskagen to Vattenholm	E.
Loppeskagen to Hasvig	E. $\frac{1}{2}$ N.
Arnöbörne to Loppeskagen	E.N.E. $\frac{1}{4}$ E.

■ Bergsfjord about Silden you will find good anchorage in three to five fathoms, between the holm and a small rock on which are mooring

rings—send a warp ashore on either hand, right abreast of the store-house. In Frakfjord are two anchorages, viz, at Stölen and at the head of the fjord, but you should regard these merely as harbours of refuge; in the first you are exposed to a heavy sea during northerly winds, in the other you are safe but it is difficult to get out from. The anchorage at Loppen where we came-to for shelter is a far better and less exposed place than it appears on the chart to be; it is in fact almost landlocked. The bottom is said to be uneven and the place itself exposed to the swell, but we slept comfortably through a wild night in it under the lee of the island.

Loppekälven to Sildnebben	N.E. b E.
Brynnelen to Loppekälven	N.E. b E.
Lök Sund to Loppekälven ..	E.N.E.
Fuglø Sund to Loppekälven Sund	E.
Skjørvöskjøer to Brynnelen	N.E. $\frac{1}{2}$ N.
Kaag Sund to Skjørvöbrusen.....	E. $\frac{1}{2}$ N.
Lyngstuen to Kaag Sund	E. b N.
Karlsöen to Lyngstuen.....	S.E. b E. $\frac{1}{2}$ E.
Grötnes to Lyngstuen	N.E. b E. $\frac{3}{4}$ E.
Vaagnes to Grötnes	E. $\frac{1}{2}$ N.
Tönsnesskjøer to Vaagnes	E.N.E.
Tromsøe to Tönsnes	N.E. b N.

In Lök Sund between Arnö and Lökö there is good anchorage in fourteen fathoms at Havnes on the latter island; the holding is good and you make fast to a ring on a large stone in the centre of the bight. It is however difficult to get away from this place with westerly winds. In Arnö you can anchor either in Akerfjord or Singlen—in the former at two places, 1st, abreast of the farmhouse (*udhalet af gaarden*), but this is an open haven and exposed to a heavy sea with southerly winds; the holding ground is good, and in coming in you must not keep too close to the first point on your port hand on account of a shoal: 2nd, at the head of the fjord in eight to ten fathoms, good holding. Singlen is open and the bottom shelves off from the shore, so that you should always have a line on land. At Fincrogen-holmerne the best anchorage is inside the small holm between the shore and Nipö in four or five fathoms, and at Ringvasholm, between the holm and the land in six or eight fathoms, good holding.

On July 24th we left Loppen Roads with little or no wind, and v^h a short way to the southward of the island the boom took possession of the deck and kept it until 10 p.m., when a light air arose. W^h becalmed we had plenty of opportunity of feasting the eye with N^h Fuglø, the island for which we had looked so anxiously a few days before; and whilst gazing were conscious of a burning wish to have the head of

the artist whose sketch was on the chart in a certain position familiar to schoolboys as "Chancery!" Four or five miles S.W.b.W. $\frac{1}{2}$ W. (about) from Loppen Kalven lies the Svart Skar, a long dangerous reef which constantly breaks, and two miles S.b.W. from this is Brynnelen holm; from this latter S.W. $\frac{1}{4}$ S. for Skjærvo Skär clears Skjærvöbø shoal. At midnight (*midnight* with the sun high in the heavens!) we were off the entrance of Kaag Sund, in which the only dangers you have to avoid are two small patches of one fathom each: these you will find marked on the chart. Beat through with a slight breeze, which gave us time to admire a most enormous and magnificent glacier near the mouth of the Lyngen fjord. At 8h. a.m. we entered Ulsfjord, (do not keep close to Lyngstuen, off which is a shoal), and at noon Grötsund. At Grötnæs, the point at the north side of the entrance, is a long shoal stretching straight out, and at Tonsnæs north of Tromsø is another long shoal marked by two beacons. At Tromsø the arrangement of the beacons did not correspond with that given on our chart; those on the reef opposite the town are if we recollect aright brooms, but there are one or two others marking the rocks north of it, which are formed of heavy blocks of wood laid on top of one another in the form of a square.

Tromsø is the largest and best town in Norway north of Dronthiem, boasts some very fair shops, a row of planks ranged along either side of the streets for the convenience of foot passengers, a library, a photographic establishment, and various well-favoured spinsters. It is prettily situated on a long wooded island, and the wooden villas of the merchants shew forth conspicuously in their bright colours from amidst the trees above it. We visited the Lapp encampment at the opposite side of the Sound, and were much interested by these strange people and their domestic arrangements; a herd of some 1200 reindeer were driven down from the fjelds in our presence by a few women and two or three dogs (*Lapdogs*, as one of our party called them.)

At Tromsø we resolved on taking our first pilot, the navigation from this place through the various sounds into the Vest fjord being of a very intricate nature, and the set of the tides most complicated. You recollect Punch's "advice to those about to marry"—we take the liberty of offering the same to another class of persons, and to those about to dispense with the assistance of a pilot from Tromsø to Bodø, address the monosyllable "Don't". We were fortunate enough to get a most excellent, cool, good-humoured man—one who knew his business thoroughly, and was without exception the greatest smoker we ever met! His name was Hans Olsen, and we can confidently recommend him. In the evening of the 29th we got away from Tromsø, and passed

safely through Ry Strømmen narrows below it, where the tide runs riot in all directions, and which a note on the chart states to be a dangerous place even for steamers.

Next morning we were at the mouth of the Malang fjord at anchor without an air of wind; in the afternoon drifted a little with the tide, but when it became slack were obliged to bring to again. At noon of the 31st we found ourselves again becalmed off the entrance to Gi Sund; however by 3 p.m. we had got as far as Finsnæs. We entered Tiel Sund on the 1st of August and anchored at night at Hals-fluen in the midst of a fleet of *iagts* (the ordinary coasting craft—they have one very lofty mast on which is set an enormous squaresail). At 3 p.m. on the 2nd we were off Hiertø lighthouse, and soon afterwards the wind went round to the southward and it came on to blow hard with thick weather. On the morning of the 3rd we got into Brettesnæs, a wild little harbour in one of the Lofotens, passing through a legion of sunken rocks at the entrance, as the boiling surf testified.

The various sounds and fjords through which we passed after leaving Tromsø are very beautiful, the shores presenting a park-like appearance with green sloping banks and occasional clumps of trees, over which again appear the mountain tops flecked with snow. The outline of the Lofotens is the most rugged that can be imagined; the line of peaks has been compared not inaptly to the jaws of a shark or the teeth of an enormous saw. On Tuesday, 4th, we started for Bodø, but were becalmed all that day and great part of the next, not reaching our destination until 7:30. p.m. on Wednesday. Here we took leave of Hans Olsen with regret, but we no longer required his services, as we intended to go to sea instead of taking the inshore track to Dronthiem. We now proceed with some extracts from the Norwegian Government Directions; of these we had three numbers, each referring to a different chart. The first took in the coast from Halten to Lekøe, the second from Lekøe to Douncsøe, and the third from Douncsøe to Sandhornet; however we reverse the order inasmuch as we used them going south, and thus commence with No. 3.*

The rocky and shoal ground (*skjærgaarden*) which on the chart from Lekøe to Douncsøe extends out from the mainland to a distance of 6 to 8 sea miles is continued on this chart at very much the same distance

* These Directions were printed as far back as 1837, and there has been no later survey of the same part of the coast: we add information relative to the lighthouses, &c., since erected. The difficulties of the Northern coast are much increased by the fact that no reliance can be placed on *Soundings*, the depth, except where shoals are marked on the charts, varying from 100 to 200 fathoms, and even more; and in some places you will find over 100 fathoms

until near the northern border where its breadth is not more than 2 or 3 miles. This ground consists of the large islands lying nearest the mainland, and of many small groups of islets holms and shoals, which in the expressive language of the Norwegian editor "fill up the sea."

Here the channels leading in from sea are very difficult to take up, and the outermost islands so small and low that without sighting and identifying the land and larger islands inside you dare not attempt to stand in. On this account the Trøenen islands become of great importance, since their high and precipitous peaks visible at more than ten miles distance afford a safe means of determining reckoning, which particularly for vessels bound North is very necessary in order to enable them to lay their course either outside the Lofotens or through the broad Vest fjord. The harbours of Trøenen are good but the entrances to them narrow; however in clear weather you may get in by observing the directions which will be found a little farther on. If you are coming in from sea north of Trøenen you will see the Lofoten islands outside, and on the mainland the glaciers at Meløe; these last are unmistakable and an excellent mark as no others are found so near the coast either north or south (except far north at the Lyngen fjord)—that which lies east from Bodø being far inland near the Swedish territory. South of Trøenen the stream sets north-east with the flood, and south-west with the ebb, but the former is constantly the stronger, and a steady breeze from either quarter will carry the stream with it. North of Trøenen there is no perceptible stream, since from this group it sets outside the Lofotens. At Trøenen H. W. f and c. 11.45, springs rise 7 or 8 feet, ordinary tides 5 or 6.

The mountain peaks of Trøenen are certainly the safest and best landmarks on this part of the coast—they are four in number, are about 1000 feet in height, and as already observed can be seen at ten miles distance. The northmost and highest (Trøenstaven) is sheer to the foot, is separated from the others, and is of an almost perfect cone-shape—the two middle summits (Mjaatinderne) lie close together and are in one when viewed from N.W. or S.W.—the southmost (Gumpen) descends precipitously towards the south, but stretches out long on the opposite side towards Mjaatinderne which it joins about half way up, and thus is not so isolated as Trøenstaven.

than a cable's-length from holms on rocks. In heavy weather shoals of 20 fathoms break; those whose depth is not marked have so little water you must not go near them. Rocks constantly over water are marked on government charts by a dot, thus (•): those sometimes over and sometimes by a cross, thus †; and those constantly under by a cross in a circle, (⊕). Note, also, that one Norsk sea mile (seemille) equals about four You will often know the position of a shoal from the presence of a of birds.

When you are closer in you will see N.E. of Trønen the steep but smaller summits on Dörvær, the southmost and loftiest of which has a lesser peak close N. of it. The three most northerly tops are in one when seen from the W. but separate as you move N. or S.; they are called Orkatinderne and lie on Orka, the northernmost of the Dörvær group.

From outside Trønen the land is visible in clear weather from Kunna to Vegen and Söla. The chief landmarks are Kunna head and Rodöe in the dim distance—Hestmandöe (which will be close N. of Trønstaven when the latter bears E.) is over 1,600 feet in height, with a peaked summit, which in conjunction with its shorter distance, makes it discernible from the other jagged mountains inland; it is said to bear some resemblance to a horse with a man on its back (*Hestmand* meaning horseman)—N. the lower and longer island of Næsöe—Lovunen, which is nearly 2,000 feet high and appears isolated, is easily known by its almost vertical declivity towards the W. and its level slope inland; when you are about between W. b S. and W.N.W. of Lovunen another more roundish shape appears—inside Lovunen appear Tomtinderne, three lofty peaked and very discernible mountains on Tommenöe, the northmost of which is most apart from the others and like Trønstaven, cone-shaped but with a larger base in proportion to its height; the two southern peaks are not so pointed as the first-mentioned, and have on their top a depression resembling a saddle—between Tomtinderne and Hestmandöe is Luröe, which is more level round and sloping than the others, and 1,500 or 1,600 feet high. South of Lovunen will be seen the Seven Sisters and other mountains which belong to chart No. 2; north of Tomtinderne as far as you can see land, will appear mountains of a very different character from those more to the south, their forms being more jagged and rent asunder, and for the most part flecked with snow the whole summer. In clear weather the large glacier at Melöe is plainly visible from Trønen. Of all the above marks you should, when outside Dörvær and Trønen, strive principally to make Hestmandöe and Lovunen, with the help of which and the mountains on Trønen you will be able to find the anchorages amongst the islands of the group in a way which we shall presently shew.

When you are off the coast about at the northern boundary of the chart No. 3, you will see farthest towards the north, the high mountain Sandhornet nearly 3000 feet in altitude, which on its west side falls almost sheer to the sea—likewise the islands Fleina and Fuglö, the first low and somewhat nearer than Fuglö, which is high and steep and in cold summers covered with snow-flakes—at the distance of about five sea-miles is Kunna Head, which is very perceptible from its stretching

far out. From this the outline of the land towards the south becomes gradually obscurer until at about ten miles distance the outermost perceptible point is Hestmandøe. From this part of the coast you will have at $4\frac{1}{2}$ sea-miles' distance a clear view of the glaciers already mentioned towards the south-east, which are all the more conspicuous from the contrast they present to the dark and jagged masses of rock with which the foreground is filled up, amongst which Meløe tind and Bolgen are chiefly distinguishable. Should you approach the coast at a period when all the mountains are covered with snow, the glacier will be recognised in this way, namely, that when seen farther from sea it shews almost without teeth or peaks, and runs parallel with the horizon: the highest summit alone appears "black flecked amidst the snows"—it extends nearly four sea miles N. and S.

The outmost shoals on the west and south west sides of Donnesøe, Lilla Svec, Skäl Svec, and Bak Svec are described in the directions to chart No. 2. The holms lying farthest out from this island are Flo holmen, a fishery about five miles south-west of Trønen, and in summer frequented; it consists of several small holms surrounded by shoals rocks. North-east of it lies Svec, a shoal with 12 fathoms, between which and Ovskallen (south of Trønen, 6 fathoms) is a perfectly clear passage. You are clear north of Svec as soon as the southmost peak of Tomtinderne appears over or north of the northmost holms of Aas Vær (the northmost summit west of Donnesøe) and south of Ovskallen when Tomskjøevlen (the northmost peak of Tomtinderne) appears south of the south point of Lovunen.

Should you wish to reach an anchorage and be unable to get into Trønen, you must stand in between Lovunen and Aas Vær, but in case you determine on doing so you must decide in time to select such entrance—both because with the wind from sea it is difficult to clear Flo Holmen and the shoals lying south-west of it, and because for a distance of 15 or 16 miles down to Sklinden (chart No. 2) there is not a single safe entrance, for those between Flo Holmen and Sklinden are all of them of such a nature as to require that special knowledge which a pilot alone possesses. For the rest the channel between Lovunen and Aas Vær is not difficult provided you have daylight and can see the mountains inside, especially Tomtinderne, and have identified Lovunen. You may as well give Andersbakken and Synst Holmen a berth, altho' it is deep enough as well close under the former as south of the latter.

Amongst the tolerably high holms which together compose Aas Vær

there are many places of refuge, but the inlets are impossible to describe and the sounds so narrow and difficult to discern that you should always avail yourself of the assistance of a pilot, who will come out if the weather be at all moderate from Aas Vær.

Should you stand further in, you steer towards the north end of Donnesøe when Synst Holmen is passed. Beware of Udoebøen the shoal north of this, which almost constantly breaks, and which you can pass either north or south of; you can then enter the haven in Nordøevaagen and anchor in 6 and 10 fathoms clay and sand. Stand in between the two holms, and beware of the rock north of them.

On the south part of this chart lines are drawn amongst the various islands to the west of Donnesøe; these lines indicate channels, which however are almost too difficult to attempt alone—they lead to the havens on the west side of Donnesøe, namely Aakvigen, Sorvigen 7-8 fathoms clay and sand; Nordvigen 12-16 fathoms, and the bight W. of Donnes Gaard 8-10 fathoms, same bottom.

The shoals outside Trænen are the following:—1. Nord Mjaagrund 5 fathoms, the mark for which from the west is—the north declivity of Lovunnen on the southernmost point of Trænen south of Gumpen, and Orkatinderne on Brem Holmen.

2. Katten 6 fathoms—the south point of Dörvær a little north of Trænstaven and the north declivity of Lovunnen west of Sjøys Holmen, a whitish holm south-west of Gumpen.

3. Solken 10 fathoms—Lovunknann (the second round hump on Lovunnen west of the highest part of the island) being seen on Flöttingen, and the south point of Dörvær a little north of Trænstaven.

4. Gauven, only 2 fathoms and breaks almost constantly. When you make out Bøvalen, one of the outermost holms south of Gauven and distinguishable by its dusky appearance, you are quite clear of all the above shoals, so long as this holm is not seen outside Lovunnen; you may stand in quite close both to Bøvalen and to Froa on the west side.

We now proceed with particular directions for getting into Trænen. The channels are five in number; 1st between Gauven and Sølken: get the southernmost and highest peak on Dörvær close north of Trænstaven; keep Dörværtind so until approaching Alversbøen which always breaks and which will be right ahead of you (it runs in a northerly direction,) when you stand close under Trænen bet een Trænstaven and Stavfjeldbøen, a shoal which also constantly breaks. Inside Træstaven is a smaller holm (Flessa) on which a little stone beacon is placed: this you keep close north of, and then east of (between) of the rock off the north point of the island,) when you may enter the

either directly south of Flessa, or farther south outside the houses on Trønen, which lie at the foot of Trænstaven; in both places are 7-6 fathoms clay and sand; farther east under the island with the church are 10-12 fathoms same bottom. Close to the houses under the mountain you will always find sufficient fresh water.

The second channel lies between Nord Mjaagrund and Solken: bring Hestmandøe a little north of Trænstaven, so far that the opening between them becomes as great as that between Trænstaven and Miaatinderne; by sailing thus you clear the shoals, and can run direct under Trænstaven seeking anchorage as above. As an assistance to the mariner in case of thick weather rendering Hestmandøe invisible, it is proposed (1837) to place a mark on Sandøe, north of Trønen—this you must keep close north of Trænstaven.

The third channel lies north of Nord Miaagrund: keep the south declivity of Lovunen close south of Gumpen, but you may not come so far south as that all Lovunen is south of Gumpen. Following this mark you steer straight under Trønen and thence into the anchorage. It may be observed in reference to this channel that as in some places there are only 20 or 30 fathoms, whereas the other channels have 40, it is possible that seas will break in very bad gales. Stavfjeldbøen which is left on the port hand breaks constantly; but you may go close to Trænstaven which is quite clear except for a small rock on the north side, which however lies very close in. With strong southerly winds very heavy squalls from different directions come down under Trænstaven, wherefore under such circumstances you should not attempt to enter from the westward.

The fourth channel is south of Alvor and Gumpen, before you reach Alvorsbøen: keep pretty close under the northern shore and then bear away, likewise close to the land on the inner side of Gumpen until you come up with the outer haven. If you wish to reach the inner haven you keep well clear north of Spanne, Heeøe, and Surenøe, and thence as directed below. North of Heeøe, beware of Rensøegalten, *a shoal on which you will constantly see the brown seaweed under water*. From here south for about $1\frac{1}{2}$ miles lie many shoals and holms between which you cannot enter; amongst the southernmost of them is Søs Holmen, on which are several fishermen's huts, in summer inhabited. About half a mile south of this lies Ovskallen (6 fathoms) the southernmost shoal on Trønen, the mark for which is—Baalskjær (the inmost black round rock south of Trønen) in one with Skarvøe (the inmost large high point of Trønen) and Tomskjævelen (the northmost peak of Tomtinderne) in one with Lovunknænan (the two round hills on Lovunen west of the western part of the island).

The fifth channel lies south of Holmen and Ovsallen and is roomier than the others: in order to clear Ovsallen you must not stand further north than when Tomskjæven appears S. of the south point of Lovunen; then stand in until Baalskjær comes near Trænstaven, when you steer north between the land and Baalskjær which you may go within two cable lengths of. Having passed it, bring Orkatinderne (westernmost peak of Dörvær) close east of Skarvøe; by standing northwards according to this mark, you go clear outside (W. of) Surenøbøen; then keep close to Surenøe, when you will see towards the North the Sound open. That you may not mistake the various sounds, it may be mentioned that the somewhat high narrow peak which is nearest northwards is Hikilen, and inside appears a smaller island Lille Hax Holmen; between these you cannot go, but keep east of the latter of them, then the middle of the sound and anchor in 7-8 fathoms clay and sand abreast of the houses south of the Church. From the outer to the inner haven you may sail or warp with the assistance of a pilot.

Should you not venture to run into this without a pilot or the wind be so north-westerly that you are obliged to look for anchorage further in, you may having come inside Surenøbøen as above described, anchor in calm weather under the eastmost holms of Trønen, which you can pass at one or two cable lengths distance; here you are tolerably certain of a pilot.

You may likewise seek anchorage in Dörvær, when you have come inside Trønen. Steer straight towards the highest part of Dörvær, and when you approach nearer you will easily distinguish the round holm, which is the southmost of the group. Keep close west of this and then up the sound, when you anchor according to circumstances, as far in as will clear you of the seas, in five or six fathoms. There is one place in the Channel with a depth of but $2\frac{1}{2}$ fathoms; the Sound is very narrow especially at the southmost holms.

When the wind is north-westerly and you cannot enter Trønen haven from the south, you can stand in from Ovsallen to Trønfjord, where the first anchorage is at Kval Holmen north of Lovunen. To get into this you steer in (having come inside Ovsallen) until the southernmost peak of Tomtinderne comes north of Lovunen, at which place you are north of Feltingen shoal nine fathoms: then under Kval Holmen, where you can find anchorage either from north or south; in the first place you go up Lurøe north of the northmost point of Kval Holmen until you are abreast this last, which you keep two cable lengths north of, in order to clear the shoal off the point—until the Sound opens—you then stand in and anchor midway in Kval Holmen Sound in fourteen or fifteen fathoms.

clay and sand. In order to enter at the southern side, keep Lurøe close inside Kval Holmen ; when the sound opens you stand into it, but keep closer under Kval Holmen than the islands to the south. The North Channel is the safer, since the other is shallow on the starboard hand right from Feltingen to Ravnøe. Should you choose an anchorage farther in towards land or wish to get into the inner Leed, then: as soon as you pass Kval Holmen you will sight Kvitingan, some small white holms north of Solvær : these you keep well clear north of, and when you get farther in you will see Eggeløe (a round heathery holm). This you can pass either north or south of, and then south of Varøe, where you can anchor between it and Rosøe or south of the latter. Should you choose the former anchorage, keep close under Varøe, as there is a rock on the inner side which dries at half flood : seven to ten fathoms clay and sand. You enter the other haven either between the two holms south of Rosøe or between the westmost of them and the west point of the island ; both channels are very narrow, but the harbour (twelve fathoms) is roomy and safe in all kinds of weather. You may also anchor in seven or eight fathoms between the south-east point of Rosøe and the holm lying east of it.

The outermost or westernmost of the rocks and islet groups north of Trøenen afford no anchorage except Ydre Mykøerne. In these last smaller sized vessels will be able to bring to. The anchorage is easy to get into : from the north you stand south for the group and run into the sound. Should you mistake the farther sound between the island on which are houses and that north of it, and come into the smaller sound to the east, you also find anchorage. In the larger sound you have four, five, and six fathoms rock and sand, and can enter either north or south. To the north-east of these islands lie the Valvær group, which are uninhabited and without an anchorage : the same is the case with respect to the islands lying east and north-east of them, namely, Skjærvær, Tøenholmerne, Grønna, and Røvskind Oerne. Between the first two is a channel leading to Støtvær, which you will see on the chart.

DYAK.

(To be Continued.)

THE INTERNATIONAL YACHT RACE.

We greatly fear that as the yachting season approaches so the chances of an International contest between ourselves and our American cousins recede into the hazy future, and very much it is to be regretted that the spirited efforts of the owner of the *Cambria* to bring about so very desirable a match should, so far as present appearances go, be frustrated. At the same time, however much we shall regret the failure to bring about "The International," we have never been over sanguine as to the feasibility of the scheme, as we felt that the arrangements for such a race would naturally be attended with so many and great difficulties.

There is first of all the by no means easy task of finding vessels of the same size to compete together, and unless the combatants are undoubtedly in every respect on an equal footing, neither ourselves or our friends on the other side of the Atlantic will be satisfied with the result of the race. Then there is another difficulty in the fact, that the New York Yacht Club measure their vessels under a different rule to that generally adopted by our clubs, and though no doubt this difficulty might be overcome, the other is a "lion in the path," so far as both sides are concerned, which cannot be so easily set aside. Then again so far as our cousins are themselves concerned they are rather at a disadvantage, inasmuch as we take the fastest vessel in England, and restrict them in the choice of their champion to a vessel within a small per centage of the same size, this was of course unavoidable on our part, still it was much in our favour, as though the New York yachtsmen may have vessels proportionately as fast as the *Cambria*, yet they may be either above or below the prescribed standard and consequently ineligible to compete. Taking therefore into consideration these little difficulties in the way of an arrangement of this match, and also the fact that so much time has been already taken up and so little progress made, we fear that the prognostications expressed at the beginning of our remarks are only too likely to be realised.

But though we may be disappointed of our long looked for, long desired, match there seems little doubt but that we shall have both the *Huntsman* and the *Sappho* over here during the summer to contest¹ at some of our regattas, while the latter and the *Cambria* are engaged in a private match, though the terms are hardly yet completed, and the English yacht is also pledged to cross the Atlantic in quest of the coveted Squadron Cup of 1851.

Upon the principle that half a loaf is better than no bread, we

case that we must look upon this arrangement in the sensation line as better than nothing, though on the part of the yachting community generally we cannot say that we are at all satisfied with it, as neither the Dauntless or the Sappho are fair antagonists for the Cambria—both being nearly double her size, nor is the latter a fit champion for the yachts she will meet at New York for the same reason. Taking the Dauntless first, we find by the Thames rule of measurement that she is 366 tons, while the Cambria is but 188, so that to compare the two for one moment as equal antagonists would be absurd. Then as regards the Sappho though we have not her exact measurement, she is, so far as we are able to ascertain from information given us on board last summer, very nearly of the same tonnage as the Dauntless, and therefore an equally unfair antagonist, and though it is possible that for the Squadron Cup and the Victoria matches the Cambria on time may hold her own, it is unreasonable to expect her to do so over the course proposed by her owner to sail against the Sappho.

We wish to warn the owner of the Cambria that he will find the Sappho a harder nut to crack than he expects, and that he must not take his former meeting with that vessel as any criterion of her real qualifications, as in our opinion the sole fact of her being ballasted with the rubbish that was in her would nearly account for the position she held in the race last August, and it cannot be supposed that a vessel of her beautiful lines and power would, without some such cause as bad ballasting, be left so far behind vessels of much smaller dimensions. But even supposing that we are wrong in surmising that the ballast alone would account for the bad sailing of the Sappho certain rumours from the West have reached us as to alterations in the masts and other trifles on board the Sappho which are to cost 20,000 dollars. Now this latter sum in round figures means £4000, and supposing the report to be true, means alterations considerably more extensive than the mere shifting of masts, or any other such trifles, so that we may find our friend the Sappho with a "new face" and in every way a more formidable vessel than last year, taking therefore the American vessel as unaltered except as to ballast and improved position of masts or altered to the extent considered necessary on the other side of the Atlantic after her race here, to the tune of £4000, we look upon the meeting of these vessels with very considerable misgivings as to the result so far as our bet is concerned. As having accepted the challenge Mr. Ashbury begs himself to accept the result.

Had the Sappho though measuring more, been a considerably shallower vessel than the Cambria, carrying much less ballast and therefore a less

powerful vessel we should have looked upon this match with greater complacency, but inasmuch as she is but little shallower, has more ballast, has greater beam and length as well as much greater displacement it really is unfair upon the Cambria herself and upon her builder to sail her against such odds. We do not wish for one moment to detract from the credit that is really due to Mr. Ashbury in the matter, as he has done his best to bring about an International Race, and it is very much to be regretted that a vessel of the size of the Cambria could not have been found in American waters to compete against her, but as such a vessel could not be found we think it a pity that a match should have been made with the Sappho, bearing all the appearance of an International Race, with such odds against us; as of course should their vessel be victorious our Cousins will look upon the victory as a conclusive proof of their superiority in yacht building. We, however, shall not do so and regret that an opportunity has not been given us of ascertaining whether the very long bow, and beam carried further aft than is the case with our own craft, and which after all is the principal difference between our yachts and those of the New York build, or our own models are the superior.

Then as regards the sporting trip of Mr. Ashbury to New York, who again deserves all praise, we fear the large vessels on the other side will be sadly against his chance of success, though with all sincerity and truth we wish him that recompense which he undoubtedly deserves.

At the present time we feel it due to our readers to transcribe in our pages the opinions of American and English yachtsmen on the great sensational topic,—the International race,—and therefore avail ourselves of a communication by a "Devoted Yachtsman," which appeared on the 10th ult. in the "*New York Spirit of the Times*," in which he says:—

"The articles, editorials, and extracts, from the London papers published in your issues of January 23rd and 30th, 1869, were so well-timed and so much to the point that I was really in hopes that our American yachtsmen would improve on what I think some very excellent points. But no! Here we have just had launched a yacht built for Mr. George Lorillard, under the sole supervision and direction of Mr. Robert Fish, with great expectations, which to my mind will not be realized. I had always thought that the idea was progress in everything, but more especially yachts (as that is the subject of which we are talking). As an American yachtsman, I had hoped that we might

have the ghost of a chance with the Cambria in the proposed International race. But as things stand (they refusing to meet the Dauntless), I am at a loss to know where to look for a yacht the size of the Cambria that can compete with her. When I learned of the intention of Mr. Lorillard to build, I thought the remarks in your paper would induce him to build something that would be a credit to the country, and be able to hold the proud position of Conqueror, and maintain the reputation made by the celebrated yacht America in English waters. It seems to me that ever since the achievements of the America all our yachtsmen were resting on the reputation made by her, and every one that owned a yacht thought she was an America, while the Englishmen, ever alive to improvement, have at last stepped boldly forth and thrown the gauntlet in our very teeth. Flushed with their victory over the Sappho in English waters, they are willing to sail her again, although they claim she is larger than the Cambria. Yet they refuse to sail the Dauntless which is fifty tons smaller than the Sappho. They know, as well as any yachtsmen know, that the Dauntless, although the smaller, is the fleetest of the two. Mr. Douglass, the now owner of the Sappho, with a boldness that deserves a better fate, has challenged the Cambria, and the match will be made. Had Mr. Douglass let the Sappho remain as she was, with the slight alteration of the position of her masts, with the canvas she required, it is my opinion she would have proved herself more than a match for the Cambria. But, on the contrary, Mr. Fish advises almost entire rebuilding of the vessel's hull, asserting as his reason for the change that she is not an able yacht. I do not speak disparagingly of Mr. Fish as a yacht-builder, but he must get rid of some of his old-fogy notions.

"The alterations which are to be made in the hull of the Sappho are opposed by the Messrs. Poillon, her builders, and I think by every sound-thinking man who knows anything of naval architecture. It does seem to me that we as yachtsmen, have gone from bad to worse. With one or two exceptions, there has not been a yacht built since the America, that could be mentioned as anything superior. The Dauntless and Fleetwing as sharp yachts, and Vesta and Palmer as centre-boarders, are about as far as I can go, and yet there have been numberless yachts built during the time mentioned. Why they will not improve by experience is a mystery to me. My comments on the yacht just launched are simply these: she will not work to windward; she will not work as it easy, if at all; she will not ride easy in a sea way. I do not see one point about her that will be superior to another in her sailing. I believe she works to windward well, if she goes about easy and quick,

if she rides easy in a sea, if she is as fast as she is expected to be—then I will give up all theorizing, and say that anything can be made to sail with power enough to push it through the water.”

AROUND CAPE COD.

Our cruise began in the height of a summer storm. Dark heavy clouds swept rapidly across the sky, now in grey and black, thunderous masses, and then suddenly right into fleecy drifts as they discharged their watery freight. At intervals the surface of the bay was black from the reflection of the darkening sky, and then white with foam and spray as the wild squall swept shrieking across the face, nor was the confusion on board the “Madcap” less than among the elements. Her deck and cabin were lumbered with a mass of incongruous articles that were to be shaken into place after we got under weigh. Beef and beer, sardines and slippers, claret and crockery, charts, books, coats, eggs, kerosene and tobacco composed but a small part of the heterogeneous collection that littered the little craft from stem to stern, on deck and below.

By-and-bye, the sails are hoisted, the packages encumbering the deck are pitched below, the moorings are let go, jib set and careening a moment to the blast, she bounds forward on her course with the wind on the quarter.

Half-an-hour carries us to the rendezvous in Hull, when we let go our anchor after duly saluting the Commodore and Vice-commodore of the Boston Yacht Club. Here we find most of the yachts of the fleet ready for their cruise to the eastward. As one or two have yet to arrive, we may in the mean time give a description of our craft and *personnel Place aux dames!* The Madcap, is a new schooner of 45-ft. over all, 12-ft. beam, drawing 5-ft., she has one of the new centre-boards, an article of galvanized iron, some 1600-lbs. in weight and which shuts up in a well of twenty inches, although it faces 5½-ft. She carries about 12,000-lbs. of ballast and is pretty heavily sparred, both topmasts, bowsprit and jib-boom are standing sticks, and from end of mainboom to end of jib-boom she measures 79½-ft. Her owner and commander is the narrator of this veracious story, and as he does not think the history of his life and character would add to the interest of the yarn, he leaves the hiatus to be filled, if necessary, by the imagination of the reader.

H., his whilom chief, now among the Kanakas in the Pacific, a welcome companion of numerous yachting trips is now in poor health.

the result of wounds and hardships in the late campaign, so he has to content himself with the dignity of his officer without its duties. He keeps up a general supervision below and growls ominously when any dereliction of duty meets his eye.

O., youth of portentous length and wondrous jollity, is in unusual spirits, he has a vivid recollection of sundry bumps unknown to phrenology, for which he was indebted to the low cabin of the *Marie*, and rejoices in high glee at the comparative comfort of the *Madcap's* saloon.

W., whose yachting experience has lately been far and far between, is evidently enjoying matters in a calm and serious way, as he sucks solemnly at the amber mouthpiece of a highly coloured meerschaum, of which he is pretty proud.

Frank, general factotum, is stowing away odds and ends forward, in which laudable task he is assisted by the steward, a chocolate-coloured dandy of great culinary skill.

A gun from the *Commodore* attracts our attention, and simultaneously the signal is displayed to "prepare for sailing." All hands take a "nip up" at the halliards and a nip of another kind immediately afterwards. At the sound of the second gun the fleet gets leisurely under weigh, sweeping rapidly through the Gut with the strong S.W. wind and ebb tide. The run to Gloucester was devoid of interest. A slight squall with thunder deadened the breeze, so that we did not reach Gloucester till 8h. 30m.

As the squadron was bound East and our course was South and West, we bade our friends adieu over night, and early the following morning were beating down the harbour with a light breeze from S.W. A heavy fog bank lay off the mouth of the harbour, through which we passed in about an hour, our course was S.S.E., but as the wind was inclined to haul to the southward, we lay as close as we could. About 11 a.m. the wind free, but we got it again at noon heading us off. At 1 p.m. went about and shortly made the Gurnet high land near Plymouth, the place of landing of the Pilgrim Fathers, a sad set of old hypocrites they were, flying from tyranny at home, they started a worse in their own land, permitting no one to have any faith but theirs.

The wind now increased considerably, obliging us to shorten sail, as we fell in with the strong tide sweeping round the Cape it raised a heavy sea, which considerably impeded our progress. It had a very agreeable effect in our steward, who, accustomed only to the inland airs of the south, was terribly incommoded by the novel and somewhat violent motion, and paid tribute to Neptune, with a series of wrings and contortions laughable to witness. Of course he was

unable to do any cooking, and we had to content ourselves with an improvised lunch of whatever we could pick up. Happily the stomachs of the rest of us were proof against *mal de mer*, and the tumbling only served to sharpen our appetites. As we neared Race Point we passed near to the pilot boat "Pet," a handsome schooner of 100 tons, and it was beautiful to see how splendidly she walked along. As we were quite ready for dinner, we were not sorry to get into Provincetown, where we anchored at 7h. 30m.

The weather in the morning being foggy and unpleasant, it was voted to spend the day in making ourselves comfortable by putting the yacht in order. In the afternoon we received a visit from a party of people from the interior of Massachusetts, who were spending a vacation at Provincetown. The schooner being a novelty, she was looked over with much interest, and of course innumerable questions were asked as to our mode of living, destination, &c. We returned their call in the evening, and were taken on a tour of exploration by the gentlemen of the party, what could have induced them to come to such a miserable sand heap as this place, heaven only knows. The town is the most utterly uninteresting one I ever saw, and I would warn everyone that by far the best view is to be had from the harbour. From the top of the Town house built on the summit of a sand hill, we had a view of a large part of the Cape, and anything more disheartening in the shape of a landscape never met mortal eyes. Far as the eye could reach was a peninsula of sand dunes, with here and there a few stunted trees and a number of pools or lakes, to all appearance considerably placed there so that the inhabitants might drown themselves when tired of their weird dwelling place. At the bend of the Cape is one of those wonderful engineering works constructed to defy the powers of nature. The ravages of the sea bid fair to make the Provincetown end of the Cape an Island and so ruin the harbour, but the U.S. Engineers have constructed a powerful dyke of piles of lumber and tons of stone and iron, which they believe will checkmate old ocean.

After a good night's rest, we got under weigh at half-past four, wind S.W. cloudy, and tried to beat around the Cape, but when off Long Point the fog came rolling in, and soon after deceived by it, we touched the centre-board on the Shank Painter Shore. Unwilling to cross t' shoals with their treacherous currents in such weather, we thought best to return, and on reaching our said anchorage we found the ya^r Curlew, she must have passed very close to us, but we could not see er other on account of the rain and fog.

After breakfast we exchanged visits and had a long chat with t

Curlew's crew, who were bound to Chatham on a shooting expedition, being all crack shots and passionately fond of the sport. In the afternoon the genial owner of the craft sent us a steaming bowl of clamchowder, a Yankee dish composed of clams, (a shellfish,) crackers, fish, potatoes and milk,—a savory mess highly gratifying to the initiated.

At sunset the wind came out N. and we turned in early, hoping for fine weather on the morrow. Unluckily our anticipations were not verified—the skipper awoke at 2h. 45m. a.m., and determined to go to Martha's vineyard in spite of the weather, we got our anchor and stood down the harbour. A more cheerless morning never was seen, dark as Erebus, cold, misty, with a drizzling rain, infinitely worse than the heaviest shower. On our port was the Highland light, not more than six miles off in a straight line, while it was three times the distance by water, and a dead beat more than half the way. Shortly after starting the rain descended in torrents, almost killing the wind, the darkness and mist obscured the lights by which the skipper was steering, and to add to our troubles the binnacle lamp obstinately refused to burn; however the difficulty was overcome, and all but two of us turned in for another snooze. Outside the leaden sky and heavy sea formed a picture by no means suited to fair weather yachtsmen. Off Race Point the wind increased to a smart breeze and we made a long leg off the land; coming about on the port tack we made the Highland light about 9 a.m. and met several vessels, apparently fishermen from George's Bank bound in. The seaward side of Cope Cod is as inhospitable a place as can be found on the coast, there is no shelter whatever for vessels of any draft, and the smallest craft can only creep into the tide creeks at Chatham and Nauset at high water, the bottom is sandy and bad holding ground, and the undertow on the beach so strong that no swimmer, however powerful, stands the ghost of a chance. At 11h. 30m. the three lights of Nauset were abeam, and considerable excitement was caused by the apparition of a large shark close by us, there was a frantic rush for the harpoon and lines, but our scaly friend rapidly disappeared. The wind now increased considerably and we began to think of shortening sail. As we neared the Shoals we fell in with the yacht (?) "Catherine M. Ward," so grandiloquently described in page 26 of June 1867 volume. A few minutes afterwards we heard the ringing of the fog bell in the Pollock Rip lightship, and exchanged greetings as we swept rapidly by: aided by the swift current, our light draft, with the board up, permitting us to cross the tail of the Stone Eel shoal, we ran directly for the Handkerchief Lightship, which we passed at 5h. 25m., and then headed for the Cross Rip light-vessel. Here we again beheld the "C. M. Ward" looming through the fog,

and had the satisfaction of beating her handsomely in spite of her vastly superior size, she was then in the coasting trade, but going West was of course light and appeared to be in good sailing trim.

At 7h. 15m. p.m. we saluted the jolly old skipper at Cross Rip, and being clear of the shoals, steered directly for Cape Poge, we ran out of the fog soon after passing the Handkerchief, though it was still very cloudy and unpleasant. At half-past eight we were abreast of the harbour, and following the directions of Blunt's Coast Pilot, ran in and anchored in the outer harbour, in five fathoms at 9 p.m. The skipper was not sorry to turn in as he had been on deck eighteen hours, with the exception of an hour's nap about noon.

The following morning opened with half a gale from N.E. with a considerable sea, which rolled directly into the harbour. Got our anchor about 10 a.m. and worked out under double reefed mainsail and jib with the bonnet off. An excursion steamer went out at the same time, but soon returned, as we subsequently discovered that all the party were sea-sick; we were two hours beating to Holme's Hole, when we shook out the reefs and set the foresail, as we had a fair wind to Newport. Through the Vineyard Sound, past Tarpaulin Cove, Gay Head and the Sow and Pigs lightship, we haul up a little and at 4 p.m. find ourselves off the mouth of the Sangkonnet river. The coast along here is very fine, bold and rocky with a beautiful background of lawns and trees. The high land is lined with villas, and towering in the air is the cupola of the mammoth Ocean House. Off Brenton's reef the wind fell light and it was seven o'clock before we anchored in Newport.

About 10 a.m. we went ashore to stroll through the town and were much pleased with the pretty country houses, beautiful gardens, fine horses and splendid equipages on every side. Newport is the fashionable watering place and is well worthy of its reputation, it is certainly nearer the European standard than any place I have ever seen, and were it not for the bird-cage-like look of the houses it would be difficult to fancy one's self in America. In the evening we rowed to Fort Adams to hear the music and see the ladies, who turn out for parade in large numbers. We were under weigh in the morning at 7 a.m., wind S.W. light, cloudy, and reached Bristol at 9h. 30m. The sail up Narragansett Bay is very pleasant, as the scenery is of all kinds, heavy gray rocks, verdure clad hills, islands on every side, here a steamer and there a railroad train. Our friends ashore assisted by several of our young ladies showed us about the town and suburbs, and we found them very efficient and agreeable guides. Sunday was spent ashore in a variety of ways, dining, church going and so on.

Monday morning found us on deck bright and early, getting away

thing in order, preparatory to taking our lady friends to Rocky Point, a famous place for pic-nics and chowder parties. The Rhodes Islanders say this is *the* place for a chowder, as Rhode Island is the favoured spot where we found the finest clams in creation. At 9h. 30m. a.m. we started with a light air in our teeth, and in an hour or so were becalmed, but as we were in such good company we did not complain, yet we were not sorry when a light puff or two carried us into the anchorage. Luckily for the writer of these lines, who does not believe in such conglomerations as chowder, it was as the waiter said, "all out"; *Anglicé*—gone, eaten up, devoured, however other eatables were available and we had a very efficient substitute in beef, mutton and other meats. Two or three hours were spent in wandering among the groves, having fortunes told and other amusements. O. for the trifling consideration of half a dollar, was promised a splendid future, with the customary fair and dark females, a very jolly wind up and the inevitable large family of interesting children. The incident was the more worthy of notice as showing that the Sybils of America are not behind the times, and are able to prophecy in paper money.

At 5h. 30m. we embarked and made a quick run back with a fair wind, the ladies agreeing to take a sail with us to Newport on the morrow. I had forgotten to say that the crew had been augmented a day or two before by the arrival of C. from Boston.

At 10 a.m. we weighed anchor and started for Newport, weather fine with a light air directly ahead. Of course the presence of so many ladies interfered considerably with the proper working of the schooner, as everybody was too busy chatting to attend with care to steering or trimming of sails, so it was nearly 3 p.m. before we anchored in Newport. Naturally the ladies desired to go ashore and did not return till about 6 p.m. While dining the wind came up S.E. with a thick fog, and the prospect of a run back through the narrow, and to us nearly unknown channel, was not particularly agreeable, especially as darkness was added to our troubles. However, putting W. ashore to go to New York by steamer, we started, and got along very well for a while, when we discerned a light nearly ahead. Prudence Island light should have been on the port hand, and supposing this must be it, and that our compass was incorrect, we steered accordingly, and had a very narrow escape of going ashore before finding our mistake. A little later we came in sight of the sought for beacon, and then had to get through the passage between Usker's Rocks and Castle Island Reef. By this time we had run out of the fog, but the darkness was so intense we were not much better off. If we ran too far in we should strike Usker's Rocks, and

should we haul up too soon we should inevitably go ashore on Castle Island. Hoping to avoid both Scylla and Charybdis, the skipper resigned the wheel to Frank, and lead in hand was fortunate enough to get by in safety. A short run across the bay brought us off the Herreshoff's wharf where we let go the anchor.

The behaviour of the ladies cannot be too highly commended. Instead of worrying themselves and us at the novelty of the situation they quietly went below and passed the time with jokes and fun. The chronicler regrets to say that H. flirted in a most reprehensible manner and had it not been for the delicate state of his health, he would undoubtedly have been called to answer before a court-martial.

A telegram on Wednesday morning called H. to Boston, but he agreed to rejoin us if possible. At 9h. 30m. we sailed for Newport, wind N., weather beautiful, and came to anchor there at 11h. 50m. We went in company with the Phantom, the leading vessel of the New York Squadron of 26 noble vessels. To see this splendid fleet of fast and beautiful craft arrive and come to anchor, was one of the finest sights it was ever my good fortune to witness; conspicuous among all for size was the Dauntless, and truly she is a magnificent vessel, but too large even for transatlantic voyages. The gem of the fleet is the Phantom, although she is spoiled by her white paint, which though *apropos* to her name, has the effect of hiding or blurring her beautiful lines. It seems almost invidious to mention any in particular, as the Idler, Palmer, Josephine, and many others are not very remarkable for beauty but speed. Such vessels as the Eva and Coming would rather astonish an English yachtsman,—not with admiration by any means, as they can hardly be considered anything but sailing machines, and such as your's truly would not care to tempt old ocean in, their length is not three times their beam, light draught, nearly flat and of course sail on their centre-boards entirely. They are said to be fast in light weather, but *but will not go when it blows*, although their beam enables them to *carry sail*. Such craft are the offspring of the system of sailing by *length alone*.

From descriptions of the Cambria, I fear she will not compare in beauty with the crack American yachts, but I sincerely believe she will beat them in speed, especially in a sea way. Whether or not she can successfully compete with centre-board yachts in smooth water is problematical, as they have a great advantage in having a keel when it is wanted to work to windward and dispensing with it, and the accompanying resistance and friction when going free.

Pray forgive this digression. In the afternoon we sailed around in

the dinghy on a tour of inspection, which was interrupted by a thunder squall.

We left Newport the following morning at half-past six, weather fine and clear, wind N. by W., light and ran down Narragansett Bay under all sail. We found it nearly calm in the Sound, but got a breeze soon after 10 a.m., and while running about five knots caught a splendid bluefish, which was quickly handed over to the galley. C. who has considerable talent for carpentry, busied himself in shaping and ornamenting the bitts and to the surprise of everybody. O., whose *forte* is sleeping, in which he would rival Rip Van Winkle in the celebrated Seven of Ephesus, woke up and was soon vigorously engaged with tools and sand paper. Off the Sow and Pigs lightship the wind freshened considerably, and we ran before it wing and wing. As the weather was warm, the cabin doors were unhinged and laid on the top of the house. By-and-by one of them rolled overboard, so the helm was put a-starboard and round came the schooner to the wind, while a couple of hands dropped the dinghy. There was no time to trim sheets and half of them were to windward, laying the schooner over with her lee rail far below the water, as we had now a single reef breeze when close hauled. As she forged ahead, we passed the door and O. made a snatch, but missed it, which feat elicited some remarkable exclamations from that gentleman; and cries of "butter-fingers" from the rest of the crew; however, the boat picked it up and we lay on our course. We had to beat into Edgartown under reduced canvas, as the breeze was pretty strong. As we neared the lighthouse, we noticed the sloop yacht Bonita, which was also beating in, fetched up all standing and we were a good deal puzzled to understand what had happened, until we learned on her arrival that her lee anchor was not lashed and went overboard.

Edgartown appeared to be a sleepy little place, though perhaps the camp meeting a few miles away might have attracted many of the inhabitants. Its salient feature is a long pier, built on piles, at the end of which is the lighthouse.

We sailed in the morning at 9 a.m. with a light pleasant breeze, and had an agreeable but uneventful run to Hyannis, where we met on the wharf Vice-Commodore Manning, of the Boston Yacht Club, and several friends. They had left the Juniata at Yarmouth, a small port only a few miles away by land, but sixty or seventy by water. We accompanied them to a camp meeting and were greatly edified by the howlings of a preacher of the Stiggins type. In addition to numerous tents, there was a large sprinkling of comfortable wooden houses, with names of occupants conspicuously displayed. Many people spend several

weeks here, making it answer for a summer tour, and benefitting soul and body at the same time. Such at least is the pretext, but the souls must be of a remarkable nature that can receive benefit from the style of religion we saw.

We weighed anchor the following morning at 5h. 30m., wind light. We passed out through the North Channel near the Bishop and Clerks lighthouse, and soon after got a breeze from S.W. which carried us rapidly along, and by 9 a.m. we were up with the Pollock Rip lightship. As we swept by, we flung a package of papers to the pig looking old skipper, who bawled, "By —, you're all canvas," as he looked after the schooner admiringly. About noon when off Nauset, we took in the staysail as the wind was freshening considerably, and the topmast appeared inclined to part company. The puffs coming off the land pretty strong, we took in the foresail until we got by, but the wind continued to increase, and at 2h. 30m. p.m. the jib-boom went in the cap, carrying sail, guys and everything attached. As there was a good deal of sea on, it took some time to secure the wreck, and the weight of five of us forward made the schooner plunge and wet all hands thoroughly. O., who was on the bowsprit presented a laughable sight, as his long legs dangled in the air after plunging up to his sternpost, the water running out of his trowsers like uncoupled hose pipes. Scarcely was this duty performed when it became necessary to double reef the mainsail and take the bonnet off the jib, during which operations we drifted rapidly to leeward, and were overtaken and passed by several large schooners and a bark, which up to this time we had beaten handsomely. About sunset we set the foresail again, but were too much tired to shake the reefs out. We passed Minot's at 7h. 50m., Boston Light at 9h. 0m., and after an unavailing attempt to get through the Gut into Hull, came to anchor under Fort Warren at 10 p.m., completing the voyage "Around Cape Cod."

H. B. J.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on Thursday, the 4th March, at its house John Street, Adelphi, Thomas Chapman, Esq., F.R.S., Vice-president, in the chair. There were also present Sir Edward Perrott, Bart.; W. H. Harton, Esq; Admiral Sir W. H. Hall, K.C.B.; Admiral M'Hardy, Captain De St. Croix; Colonel Palmer; George Lyall, Esq; Captain Ward, and Richard Lewis Esq.

The minutes of the previous meeting having been read, £12 9s 10d

voted to pay the expenses of the Institution's life-boat at Maryport Cumberland, in going off during a heavy gale and saving seven men from the brig Robert Bruce, of Belfast, which was wrecked near Maryport on the 7th ult. The upper parts of the hull and decks of the ship were breaking up before the crew could be got on board the life-boat, and the floating wreckage made it very difficult and dangerous for the boat to get near the vessel.

The sum of £14 10s. was likewise granted to pay the expenses of the Institution's life-boat at Thorpeness, Suffolk, in going off on the 8th ult. and rescuing, in a strong gale and heavy sea, eight men from the barque Selina, of Falmouth, which took the ground near Misner Haven, and afterwards became a total wreck.

The Cadgwith life-boat of the Institution had put off on the 9th ult., during a heavy gale, and saved eight men from the ship Calcutta of London. The Lizard life-boat also put off with the view of saving the lives of some of the crew of the same vessel. In acknowledgment of these noble services the owners of the Calcutta sent a donation of £200 to the Institution and to the crews of the two life-boats.

A sum of £16 3s. 6d. was likewise voted to pay the expenses of the Margate life-boat of the Institution in going off and rescuing five men from the schooner Friends, of West Hartlepool, which was wrecked on the rocks to the east of Margate-jetty, during a heavy gale on the 12th ult. The life-boat's stern was broken away on the occasion, and the boat had to undergo a thorough repair. £12. 18s. was also granted to pay the expenses of the Thurso life-boat in putting off on four occasions and saving four men from the schooner William Thomson, of Dumfries, three men from the schooner Blossom, of Thurso, four men from the schooner Elizabeth Miller, of Thurso, and eight men from the schooner Matilda Calder of Findhorn.

The sum of £25 was also voted to pay the expenses of the Caister life-boat in putting off and saving the crew of twenty men of the ship Hannah Patterson, of Bergen, which had stranded on Yarmouth beach on the 22nd ult. This life-boat had also rendered valuable assistance to the barque Eliza Caroline, of London, on the night of the 5th idem. The Lowestoft life-boat was likewise the means of bringing safely into harbour, with the assistance of a steam-tug, the brig Beatrix, of Whitby, and her crew of seven men on the 13th ult. The Ramsgate life-boat also saved eleven men of the crew and a pilot from the barque Highland Chief of London, on the 12th ult.

The expenses amounting to £10 12s., were also ordered to be paid on the Winchelsea life-boat, for going off and saving eight men from the brig Pearl, of Shoreham, on the 14th ultimo. About twenty minutes after the men had rescued the vessel heeled over on her beam ends and was covered with water. £20 18s. was also voted to pay the expenses of the North Deal life-boat in putting off and saving nine men from the ship Ingrie, of Amsterdam, which was wrecked during a gale of wind near the Goodwin Beacon, on the 24th ult.

Gratuities were also granted to the crews of the Institution's life-boats at

Porthleven, Penzance, Thorperess, Rye, Great Yarmouth, Padstow, Drogbeda, Girvan, Holyhead, and Piel for various services during the recent heavy gales. Various other rewards were also granted for saving life from shipwrecks on our coasts. The committee decided to station a life-boat at Alderney. Lord Strafford had munificently offered to defray the cost of the boat, his lordship having previously presented to the Institution the Weymouth life-boat.

It was reported that the Ancient Order of Foresters intended to present to the Institution another life-boat. The late Mr. Benjamin Mendes Dacosta had left the Institution a legacy of nineteen guineas. Payments amounting to £1,600 were ordered to be made on various life-boat establishments.

During the late storms and high tides seven of the life-boat-houses of the Institution had been seriously injured. The committee expressed their sincere regret at the death of Admiral R. Gordon and Captain C. R. Egerton, R.N., who had been for many years active members of the committee of management of the Institution.

Admiral Tarleton, C.B., was thanked for his long and valuable co-operation to the Institution while holding the important appointments of Controller and Deputy-Controller General of her Majesty's Coast Guard Service.

Reports were read from the inspector and assistant-inspector of life-boats to the Institution on their recent visits to various life-boat stations. The proceedings then terminated.

A meeting of this Institution was held on Thursday, the 8th April, at its house, John Street, Adelphi; Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present—Sir Edward Perrott, Bart.; W. H. Harton, Esq.; Captain De St. Croix; Colonel Fitzroy Clayton; John Griffith, Esq.; Colonel Palmer, and Richard Lewis, Esq.

A sum of 12*l.* 15*s.* was voted to pay the expenses of the life-boat Glasgow Workman, stationed at Ayr, N.B., in putting off during a gale and rescuing the master of the schooner Doddington, of Dumfries, which was in distress near Ayr Harbour, on the 14th ult. The rest of the crew had left the vessel in their own boat. The master had only just been saved by the life-boat when the ship capsized, and became a total wreck. The Holyhead life-boat Princess of Wales, had also put off twice during a strong northerly gale and in a heavy sea, to the assistance of the crew of eighteen men of the Brazilian barque Adelaide, of Pernambuco, which had anchored in a very dangerous position on the east side of Holyhead Bay, on the 2nd ult. On the second occasion, the gale having freshened, the life-boat stood by the vessel until she slipped her anchors and ran into the Inner Harbour. £16 was also granted to pay the expenses of the Pakefield life-boat Sisters, in putting off during a fresh gale, on the 6th ult., and saving the crew of seven men of the schooner James Cuckow, of Ipswich, which became a total wreck on Barnard Sand. This life-boat had also put off on the 22nd idem, and rendered assistance to the brig Henrietta Greve, of Granton, which had grounded during a fresh gale in Pakefield Gatway. £18 19*s.* were also voted to pay the expenses of the Fishguard life-boat, the Sir Edward Perrott, in 4

off twice during a strong gale and rescuing, after having been beaten back on the first trip, four men from the schooner *Mary Lloyd*, of Carnarvon, which was wrecked on the Goodwick Sands on the 19th ult.; also, on the following day, six men from the brigantine *Rebecca*, of Carnarvon, which had all her sails blown away during a strong gale.

The thanks of the Institution, inscribed on vellum, were voted to G. N. Maule, Esq., barrister-at-law, member of the Ilfracombe Local Committee, and £12 to the crew of the Ilfracombe life-boat *Broadwater*, in acknowledgement of their valuable services in saving sixteen men from the Italian barque *Drago*, of Genoa, on the 20th ult. Lieutenant Williams, R.N., the inspecting officer of Coast Guard, was also very active in his endeavours to get the boat afloat and the thanks of the Institution were voted to him. £17 13s. 6d. were also granted to pay the expenses of Oxford University life-boat, the *Isis*, stationed at Hayle, in putting off during a violent storm, and saving the master and seven men of the brig *Lizzie*, of Newport, Monmouthshire, on the 20th ult. The boat was two hours battling with the storm before she could reach the vessel. The St. Ives life-boat, *Moses*, was also taken to the scene of the wreck, and remained in attendance in case of any accident occurring to the Hayle life-boat in rescuing the crew; £24 10s. 6d. were voted to pay the expenses of the boat on that occasion, and also in putting off and saving the crew of five men of the schooner *Ariel*, of Truro, on the 20th ult. £24 5s. were also granted to pay the expenses of the Palling life-boat *Parsee*, in going off during a strong gale and saving the crew of six men of the brig *Zosteria*, of Colchester, which stranded on Palling beach on the 20th ult.; also £9 14s. to pay the expenses of the Margate life-boat *Quiver*, in putting off and saving four men from the barge *Earnest*, of Ipswich, which during a gale of wind had become unmanageable off Margate, on the 20th ult.; also £9 to pay the expenses of the Yarmouth surf life-boat *Duff*, in going off and rescuing four men from the brigantine *Cherub* of Yarmouth, on the 20th ult.; also £11 15s. to pay the expenses of the Sheringham life-boat *Duncan*, in putting off and saving three men from the schooner *Frances Ann* on the 20th ult.

The Brixham life-boat *City* of Exeter had also gone off, and brought ashore at midnight, during a heavy storm, a man whose arm was broken, and who was one of the crew of the brigantine *Helena*. The vessel and her crew were afterwards brought in by a steamer. The Ramsgate life-boat *Bradford*, and steamer *Aid*, after several unsuccessful attempts, had succeeded in bringing the schooner *Pride of the West*, of Penzance, and her crew of six men safely into Ramsgate Harbour.

Altogether, during the past month, the life-boats had been instrumental in saving eighty-nine lives and three vessels. Rewards were also granted to the crews of the Institution's life-boats at Padstow, Broadstairs, Lizard, R. Cadgwith, Tynemouth, Hunstanton, and other places, for services during the recent gales.

A grant of £20 was made to the Widow of George Wyatt, who had lost his life in nobly assisting to rescue with his smack the crew of seven men of the Danish schooner *Avilda*, of Holbeck, which was wrecked on the Long

Sand on the 13th February. Wyatt had received the Silver medal of the Institution for his previous gallant services in saving life from shipwreck.

Other rewards were also granted for saving life from wrecks. Payments amounting to £540 were also ordered to be made on various life-boat establishments.

It was stated that Mrs. George Davis, of Clapham, had presented to the Institution a life-boat to be named the Husband. Sir Robert N. C. Hamilton, Bart., had also collected among his friends and others in South Warwickshire the cost of the life-boat proposed to be stationed on the Isle of Arran, N. B. It was decided to form life-boat establishments at Corton, Suffolk; Sidmouth and Salcombe, Devon; and Mevagissey, Cornwall; and to place an additional life-boat at Lowestoft. New life-boats had also been recently sent to St. David's, Pembrokeshire, and to Drogheda, Ireland.

The life-boat *fetes* and bazaar held in Exeter during Easter week on behalf of the twenty-two life-boats of the Institution on the coasts of Devon and Cornwall, had been attended in every way with great success. Through the unceasing exertions of all connected with the movement, a large sum had been collected in aid of the benevolent object in view, in addition to promised gifts of three boats to the Institution by Richard Durant, Esq., R. T. West, Esq., and Mrs. Rinnington.

On the occasion of the recent visit of the American Minister to Tynemouth he was much pleased with the exercise of the two life-boats of the Institution on that station. Reports were read from the inspector and assistant-inspector of life-boats to the Institution, on their recent visits to various life-boat stations. The proceedings then terminated.

MEMORANDA OF YACHT CLUB MEETINGS.

Prince Alfred Yacht Club.—The first general meeting of this club for the season of 1869 took place at Gilbert's Hotel, Dublin, on Monday, 12th of April, pursuant to special notice, for the purpose of receiving the report of the committee appointed at the final meeting in November last, to revise the general rules, sailing regulations, courses, &c., and also for the purpose of settling the prize sheet and days on which the matches should be sailed. A large number of members attended in spite of the counter attractions of the ball given by the Lord Mayor to H.R.H. Prince Arthur, which took place the same evening. The Commodore, Mr. F. Scovell, in the chair. The report was read and unanimously adopted, and the rules, &c., ordered to be reprinted and distributed accordingly, the chief alterations being the limit of the number to 200, exclusive of honorary and temporary members, and the charging of an entrance fee of 1*l.* 1*s.* to all future candidates, it being considered that this limit would give a sufficient income for the purposes of the club, and render it more manageable and convenient. The rules as to steering and paid hands were maintained, but the latter was worded as to allow of a vessel handicapping herself by entering at an

creased tonnage, and so obtaining extra professional assistance, but at the expense of her time allowance (always, in fact, allowed to risk carrying 7lbs. extra). The classes were also modified to the minimum limit expunged, so that any vessel not exceeding the limit of the class can compete, should the owner think proper, and entry fees were abolished, with the view of encouraging the greatest possible number to go in each match. Any member entering and not starting to be fined 10s. A new rule was also passed and much approved of, which it is hoped will become general, as it would much tend to encourage owners to send or take their vessels to places where regattas are advertised and where constant disappointments are found to take place under the abominable rule now so common. "Three vessels to start or no race," and which of course directly tends to prevent any vessel coming. "That if any prize be offered out of the club funds any vessel duly entered may claim to sail over the course for the same, subject, however, to the power of the committee to postpone the race in case of unfavourable weather." Power was also given to the committee to appoint a starter or judge, and to pay them for their services if necessary, a thing not very likely to occur in this club; but sorely wanted as a general rule and practice, the starting and judging of sailing committees being usually very bad, especially the latter, and where races are now run so fine as to depend on a question of a second or two, it would be a great satisfaction to owners if, as in the case of racing and coursing, a professional person was employed who could go from one regatta to another to start and judge matches, and in whom confidence would be placed. How would those gentlemen who own horses in the Derby, or greyhounds in the Waterloo Cup, like it if they knew that a committee of amateurs were placed in the box or on horseback, *vice* Messrs. Clarke, McGeorge, or Warwick superseded? In the sailing regulations great care was taken with Rule 6, which prevents a yacht letting go her bridle before the second gun fires, and so often becoming a nuisance to her neighbour, especially if the start is delayed a few seconds or getting an unfair advantage, and also imposes a penalty on tearing the anchor along the bottom or bursting the buoy ropes by over great eagerness to be off. Shot bags or shifters on board were strictly prohibited, and all ballast must be properly stowed before the race; owner to be held strictly responsible by his entry paper as to this as well as that his vessel does not exceed the club rule, the tonnage at which he enters her, thus obviating any necessity for certificates of measurement, which, however, an owner may obtain for his own satisfaction. After some discussion it was also agreed to adopt verbatim the words of the regulations issued pursuant to the Merchant Shipping Amendment Act, 1862, by the Board of Trade, secs. 11 and 12, prescribing what is to be done and which is to give way in the case of two yachts meeting or crossing, inasmuch as all sailors are supposed to be familiar with the laws of the sea, and it is better not to confuse them with learning two sets of rules while a special and amended rule was made to prevent one yacht luffing or forcing her adversary ashore, or foul of any mark or obstacle, whether used to mark out the course or not, and whether to windward or

leeward of the vessels so racing. The courses were also altered by substituting the South Bar buoy for the North one, which has lately been shifted into too shallow water for safety. After the rules, &c., had been read and confirmed a ballot was held pursuant thereto, when thirteen gentlemen were added to the list, besides seven at the last November meeting, including the owners of the Foam, Ione, Queen (15), Lady Alice, Mora, Meta, Truant, and Murruib, making the fleet of yachts very large in proportion to the number of the club, and including nearly all the fast vessels of all classes on the Irish coast. It was announced that the two flying 40's, the Dinorah, building by Will Fyffe for the Vice-Commodore, and the Muriel, by Dan Hatcher, for Harry Bridson, Esq., are both well advanced, and will be ready for the early matches, which were then fixed as follows:—Opening Cruise to Lambay, 15th May; Open Race, all classes, three prizes, Whit Monday, 17th May; 4th class (not exceeding 15 tons), and 5th class (not exceeding 7 tons), 18th May. Corinthian Cup (open to all yachts of the club), value 30*l.*, 24th May; 3rd Class (not exceeding 25 tons) 5th June; Cruise to Wicklow Head, 12th June: 2nd class (not exceeding 40 tons), 19th June; Channel Match Cup, presented by Major H. L. Barton, from Bangor (Bel-fast Lough) to Kingstown, 19th July; 1st Class (open to all) 24th July; Closing Cruise, 4th September. The amount of money offered in these prizes, including the Channel prize, and the usual lockets for helmsmen of the winners, exceeded 220*l.*, and it is expected will produced good sport, as no entry fees whatever are charged, and all the prizes, except the Corinthian and Channel matches, given in sovereigns. It was announced that the Kilmeny is likely to join issue this season with her former opponents in the guise of a yawl, by which means she will be allowed to sail as but 22 tons, and will be a formidable opponent in the third class to the Vampire, Lizzie, Torch, and Co., though whether she will go fast enough to save her time off the 40's remains to be seen.

The meeting then separated, with a vote of thanks to the chairman, all eagerly anticipating the 15th of May.

The next meeting will be held on 3rd of May, for the purpose of electing the flag officers and committee for the ensuing year, holding a ballot for members, &c.

Clyde Yacht Club.—The usual monthly meeting of this club was held in Maclean's Hotel, Glasgow, on Wednesday, the 6th April, for the purpose of completing the appointment of officers for the ensuing year, and making the arrangement for the regatta. In the absence of the commodore, the Right Hon. the Earl of Glasgow (from whom a letter was read, accepting his re-appointment to the post, and expressing his gratification at being -- elected). Vice-Com. Lockett took the chair.

On the motion of the Chairman,

William Collins, Esq. (who has recently purchased the schooner Rowena, 61 tons) was unanimously chosen Rear-Commodore for the ensuing year, and the following gentlemen were put on the committee:—Messrs. Ure Grant, Finlay, Henderson, King, Powell, and Forrester. Messrs. R. McIn

toah and Alexander Sim were re-appointed auditors ; Mr. W. York Hon. Sec.

The meeting then proceeded to the consideration of the arrangements for the cruises and regattas, when the following fixtures were agreed to:—The Opening Cruise to start from Gourock Bay on Friday, 28th May, at three o'clock p.m., for Rothesay, from whence the cruise will be continued next day. The regatta to come off at Dunoon on Saturday, 10th July. A Corinthian match for third-class yachts belonging to the club at Ashton, on Saturday, the 21st August, and the Closing Cruise to meet at Rothesay, on Saturday, 28th August, at half-past 10. It was proposed that if a sufficient entry could be got, there should be a match for small steam yachts either on the occasion of the regatta or at the Corinthian Match.

Several new members were proposed for admission to the club, and a satisfactory report of the funds was given by the Secretary. Messrs. Finlay and Forrester gave notice of motions for altering the sailing regulations, the most important being to abolish the existing restrictions as to sails to be carried while racing, and to impose a limit on the number of persons on board the smaller class yachts during a race. Intimation of the motions was ordered to be given by the Secretary to the members before the next monthly meeting, when the motions will be disposed of.

Royal Northern Yacht Club.—The annual general meeting of the Royal Northern Yacht Club was held at the Queen's Hotel, Glasgow, on Thursday, April 1st, Sir M. R. S. Stewart, Bart, in the chair, when the annual balance sheet and other statements of the past year's operations were submitted to the members. The following were elected flag-officers for the coming season :—Commdore, the Right Hon. the Earl of Glasgow (screw schooner Valetta), Vice Commodore, Sir M. R. S. Stewart, Bart., (screw schooner Varina); Rear-Commodore, Sir N. Macdonald Lockhart, Bart., (schooner Daphne). The following stewards were also re-elected :—J. Addie, Esq.; T. Houldsworth, Esq.; A. S. Schaw, Esq.; and J. M. Rowan, Esq. The opening cruise was arranged to take place on Thursday, May 20th, yachts to assemble in Gourock Bay. The propriety of dividing the larger yachts into classes was fully discussed ; finally it was resolved to leave the decision of the question for this year to the committee to arrange whatever classification might be deemed best to ensure as large an entry as possible, and the greatest amount of sport. The regatta this season comes off at Rothesay Bay, on Tuesday and Wednesday, July 13th and 14th. This is rather later than usual, but the date was fixed in order to admit of yachts having the opportunity of taking part in the circle of six or seven regattas in the northern waters, beginning with the Queenstown on June 29th, and closing with the Kingstown Regatta, on or about July 23rd. The muster of yachts at Blairmore Regatta last year was everything that could be desired, but this season it is expected that even more interest will be displayed, as many yachts will be attracted to the Clyde, Her Majesty, the patroness of the club, having graciously signified her intention of presenting a cup to be

sailed for on the first day of the regatta. At the close of the business meeting the members sat down to dinner, Sir M. R. S. Stewart in the chair, supported by Captain Gordon (H.M.S. Black Prince), and James Stevenson as occupier,

Royal London Yacht Club.—On Monday, the 18th ult., a meeting took place at the Westminster Palace Hotel, Victoria Street, Rear-Commodore Charlwood presiding. The minutes of the previous meeting were confirmed, and it was then arranged that the opening cruise for the season will take place on Saturday, May 8. Rendezvous for yachts at Erith Pier. To start at 11.30 a.m., under the orders of the Commodore, and to dine at the Rosherville Hotel, Rosherville, at 5.30 p.m. A dinner for members and their friends will be provided at Gravesend at 5.30 p.m., admission by ticket only, which must be obtained from the Secretary on or before Friday, May 7. Members unprovided with tickets cannot, on any account, be admitted, as dinner will only be ordered according to the number sold.

The first match of the season will take place on Friday, May 21, for first-class yachts; prizes, 100gs. and 50gs. Entries to close at two p.m. on Tuesday, May 18. Yachts requiring to be measured must be at Erith on Thursday, May 20, at three p.m. Tickets may be obtained by members for their friends on application to the stewards at the club-rooms. The Queen of the Thames steamer has been engaged to accompany the matches of this club for the present season.

Members wishing to dine at the club dinner, at six o'clock on the evening of the meeting, must give notice of their intention to the manager of the Westminster Palace Hotel before three p.m.

Prince of Wales Yacht Club.—The monthly meeting of this club was held at the Freemasons' Tavern, Great Queen Street, on Monday 12th ult. On the motion of Mr. Lowe, seconded by Mr. A. Turner, it was decided that the first cutter match should take place on Thursday, May 6, the entries for which should be made not later than Friday, April 30, at nine p.m. The 21st of June was suggested for the second match, but after some discussion it was resolved to leave the date open until the next meeting. The match from Gravesend to Remsgate, towards which several gentlemen have volunteered handsome prizes, was fixed for July 17.

Royal Mersey Yacht Club.—On Wednesday last there was a good muster of members at the meeting for the month of April, in the Tower, Water Street, Liverpool; the Vice-Commodore presided. The minutes of the previous meeting were confirmed. Mr. Tinley Mason, yacht Geneva, 140 tons; Mr. Edward L. Wigans and Mr. W. Meyer were elected members, and other gentlemen were proposed for membership. Mr. Tomlinson's motion respecting the purchase of a club yacht was referred to a committee, and their report will be presented at the next meeting. Mr. Albert Wood's motion, "That in the twelve sailing regulations the following be added:— 'Yawls to be rated at three-quarters, and schooners at five-eighths of their real tonnage,'" was carried. Mr. Battersby's motion "That Rule 9 in the sailing regulations be repealed, and the following be substituted in its place:

'In the matches of this club there shall be no restriction as to canvas or the manner of setting and working the same,' was seconded by Mr. George Petty, and also carried unanimously.

Royal Thames Yacht Club.—The ballot meeting for the month of April was held at the Club House, Albemarle-street, Piccadilly, and resulted in the election of several new members, including Mr. George F. Moss, owner of the clipper yawl Julia, 122 tons; and Mr. Charles D. Brown, of the Stirling yawl, 26 tons. Several candidates are proposed for the May ballot. The schooner yacht Linda, 125 tons, Mr. R. Clifford-Smith (owner) sailed from Portsmouth on April 6 for the Mediterranean; she is expected to return in time to compete in the race across the bay to Gibraltar, early in July next, for Captain Lovett's Cup. Opening Cruise, 22nd May. Yachts to rendezvous at Gravesend at 2 p.m. Dinner at Gravesend at 6 p.m.

First (Cutter) Match, Monday, 24th of May (for R. T. Y. C. Cutters). First Class, any tonnage exceeding 35 tons; Prize value 100*l.* (with a purse of 30 sovereigns to the second vessel if four start). Second Class, 15 and not exceeding 35 tons; Prize value 50*l.* (with a purse of 20 sovereigns to second vessel if four start). Course: from Erith round the Nore, and return to Gravesend. Half-minute time per ton for difference of tonnage in each class. No time allowance beyond 100 tons. No restriction as to canvas. Entries to close at ten p.m. on Tuesday, the 18th of May.

Second (Schooner) Match, Saturday, 5th June. Open to schooners belonging to the R. T. Y. C. First Class, exceeding 100 tons; Prize value 100*l.*, with a purse of 30 sovereigns to second vessel if four start. Second class, not exceeding 100 tons; Prize value 50*l.*, with a purse of 20 sovereigns to second vessel if four start. Time allowance ten seconds per ton for difference of tonnage. No restriction as to canvas. Course, from Gravesend round the Mouse Light Vessel and return to Gravesend. Entries to close on Tuesday, the 1st of June, at 10 p.m.

Third (Channel) Match, Monday, 21st of June. Open to vessels of any rig belonging to any Royal Yacht Club. For two prizes. First prize, value 100*l.* to first vessel within time of her rig. Second prize, value 50*l.* if four start to first vessel of other rig. Quarter of a minute time allowance. Yawls to sail as cutters, cutters allowing to yawls a fourth of their tonnage. No restriction as to canvas. Course, from the Nore to Dover. To sail with the usual fittings in ordinary cruising trim to the satisfaction of the Committee; a pilot but no extra hands allowed. Not more than six friends allowed on board. Further instructions to be obtained of the Secretary at the time of entry. Entries to close at the Club House, Albemarle-street, at 10 p.m. on Wednesday, the 16th of June.

NOTICE.—In continuation of the R. T. Y. C. Channel Match* from the Nore to Dover, a race is proposed, open to the Royal Thames Yacht Club and the New York Yacht Club, from Dover to Cherbourg, on 23rd June, Sweepstakes of 20 sovs. each. Three prizes, proportionately divided. Time race, 5 seconds per ton, under R. T. Y. C. Rules. The Alarm, Cambria, and other clippers, have signified to enter.

Entrance one shilling per ton (o.m.) to be returned to R. T. Y. C. vessels competing for the prizes.

Vessels entered for the First (Cutter) Match must be off Gravesend to be measured at 11 a.m. on Thursday, 20th of May. Those entered for the Schooner Match on Friday, the 4th of June; and those for the Third (Channel) Match, on Saturday, the 19th of June. Yachts possessing R. T. Y. Club Certificates of Measurement, and which have not undergone any subsequent alteration, will not be required to attend.

The rig, tonnage, port, and distinguishing flag must be declared to the Secretary, at the Club House, on or before the last night of entry.

NOTE.—Match Circulars will be forwarded to members prior to each match day; early application for (extra) steamboat tickets must be made by members (whose annual subscriptions are paid) either to the Secretary, or directed to the Stewards, at the Club House, Albemarle Street.

Steamboats will be engaged for members and friends to attend the Matches as follows:—A steamboat for the first match, 24th of May; a steamboat for the Schooner Match, 5th of June.

The steamboats will leave the Adelaide Wharf, London Bridge, punctually at 9.30 a.m., on the morning of each Match day direct for Erith or Gravesend, according to programme.

New Thames Yacht Club.—The monthly meeting of this club was held on Thursday April 16th, at their rooms, Caledonian Hotel, Adelphi, and was preceded by a house dinner, which was attended by about 30 members and friends. The Vice-Commodore took the chair, and the minutes of the previous meeting having been read and confirmed, the sailing committee submitted the following programme of matches for the ensuing season for the approval of the club, which was unanimously agreed to:—

The Opening Trip to take place on Saturday, May 15th. Yachts to assemble off Gravesend at two o'clock p.m., and the members to dine at Gravesend at six o'clock.

First and Second Class Cutter Matches on Saturday, May 22nd. Course, from Gravesend round West Oaze Buoy, and back. The second-class cutters to start 15 minutes in advance. Time allowance for tonnage; 30 seconds per ton up to 50 tons, and 15 seconds per ton beyond. Prizes: First-class £100 value, second £30; second-class first prize £40 value, second £20. Time of entry before ten p.m. on Monday, May 17th. Yachts to assemble at Erith for measurement on Thursday, May 20th, at eleven a.m.

Schooner and Yawl match to take place on Monday, June 7th, open to any club. Course, from Gravesend round the Mouse Light and back. Time allowance for difference of tonnage, 15 seconds per ton, yawls adding one-fourth of their tonnage. No vessel to be rated at a less tonnage than 1 tons. First prize £100 value, second £30. Time of entry to be before 10 p.m. on Monday, May 31st. Yachts to assemble at Gravesend for measurement at eleven a.m. on Friday, June 4th.

Third class Cutters to sail on Saturday, June 19th. Course, from Erith round the Chapman and back to Gravesend. To be manned by amateurs

only, who shall all be members of a recognised club. First prize value £20 second £10. Time of entry to be on or before ten p.m., Monday, June 14th. Yachts to be at Erith for measurement on Friday, June 18th, at eleven a.m.

In addition, it was suggested that the Ocean Match take place during the season, several gentlemen volunteering handsome subscriptions. It was decided to offer prizes of the value of £50, £30 and £20, for schooners, cutters, and yawls, to be competed for on the 3rd of July next, £50 to be given to the first vessel in of either rig, £30 to the first vessel of any other rig, and £20 to first vessel of the remaining rig. Time for tonnage to be the same as allowed in the river matches of the club. If not more than two vessels of any one rig enter, an arrangement will be made to amalgamate two of the classes. Course to be from the Lower Hope to Harwich. Entries for these matches to be made before nine o'clock p.m. on Thursday, the 24th June, at the club rooms.

Havre Regatta.—The annual Channel match, promoted by the Societe des Regates du Havre, and open to yachts of all nations, has been fixed for Thursday, July 15th. The course will be from Havre round the Cherbourg Breakwater, and back to Havre. Subjoined is the official programme :—

First prize to the first yacht of any rig : A Cup (value 3,000*l.*), presented by James Ashbury, Esq., owner of the schooner yacht Cambria, and a gold medal.

Second prize to the second yacht, whatever may be her rig : 2,000*l.*, viz., 1,000 presented by M. J. Masurier ; 500 by M. Bouruet-Aubertot : 500 by M. Ch. Quesnel, and a silver gilt medal.

Third prize to the French yacht : 1,500*l.* and a silver gilt medal.

Yachts to anchor in line by 10.30 a.m. between two flag-boats, distinguished by a red flag, moored opposite the Epi a Pin.

To weigh anchor and start at eleven a.m. by the following signals, which must be strictly complied with :—

A blue flag will be hoisted on the committee boat as a signal to prepare. This flag will then be lowered and the French ensign hoisted. After a period of five minutes the French ensign will be lowered as the signal to weigh anchor and start.

Vessels may set their mainsails, but neither foresails, headsails, nor topsails, till after the signal to start.

No restriction as to canvas. No time allowance.

The vessels must enter the harbour of Cherbourg by the western entrance, passing between the red light at the end of the breakwater and the flag-boat, leaving the harbour by the eastern entrance. The flagboat will be moored about four cables' length to the southward of the western extremity of the breakwater, and will have a red flag flying at the mast-head by day. By night there will be three red lamps hung one above the other on the mast. If dark the yachts are to fire rockets when entering the harbour, and must pass close to the flag-boat to report their names.

The winning flag-boat will be anchored in the Havre Roads. She will carry a red flag by day, and three red lamps, one above the other, by night (same as the Cherbourg boat).

The yachts must leave her on the starboard side, and call out their names in passing.

Five boats to start or no race. The third prize (1,500f.) will not be given unless three French yachts sail the course.

Entrance, 50 francs. Entries to close on Wednesday, June 30, at five p.m. All applications for entries should be addressed to the Hon. Sec., L. Mandrot, 23, Quai d'Orleans, Havre. No entrance in order until payment of the fee. Applicants are requested to state the tonnage of their yachts and their racing flags.

Royal Yorkshire Yacht Club.—At the last meeting of this club, held at the Pilot Office, Hull, Lord Londesborough was unanimously re-elected Commodore, and Sir Hickman Bacon, Bart., Rear Commodore. The Committee of management were also re-elected. The regatta for this year was fixed for the month of June or July, the time, if possible, being made to suit the opening of the West Dock. A sum of 100*l.* was voted for prizes, in addition to 25*l.* provided by Sir H. Bacon, for an ocean race, for all comers, the terms to be fixed by the sailing committee.

PRINCE OF WALES YACHT CLUB OPENING CRUISE.

THE above club had its opening cruise and dinner on Saturday 24th ult. The rendezvous was North Woolwich, but owing to the early period of the season, there were only two yachts, the Watersprite and Blanche, accompanying the Commodore, Mr. Cecil Long, who hoisted his flag on board the *Eva*, kindly placed at his disposal by Mr. Lowe, the Vice-Commodore. Owing to shortness of wind they did not arrive at Gravesend until late. A very excellent dinner, with a profusion of whitebait, had been provided at the New Falcon Hotel. The Commodore took the chair, and Mr. Percival Turner, the treasurer, the Vice. The toasts of "The Prince of Wales and the other Yacht Clubs," "The Commodore and other Officers," "Mr. Henry Dodd, and Prosperity to the Sailing Barge Match," of which he was the founder, were all done ample justice to, the treasurer congratulating the club upon its continued prosperity and the large number of members and visitors then present to do honour to the opening trip.

FINE ARTS.

AFTER our late notice of a litho of the *Cambria*, and giving a decided negative to the likeness of that vessel, we feel great pleasure in saying that have received another, which reflects the highest credit on the talented artist, Mr. Dutton, and it is generally admitted to be an excellent portrait of this celebrated yacht. Mr. Foster, the enterprising publisher, will, we hope, be inundated with orders, more especially if our American cousins take up the gauntlet thrown down by her spirited owner, Mr. Ashbury.

Editor's Locker.

Dublin, 22nd. April, 1869.

SIR:—In reply to your correspondent H. in last number, I beg to inform him he will find the measurements of the Egeria and several other crack schooners as given to me by Messrs. Wauhill, Ratsey, Lapthorne, and others in *Hunt's Magazine*, vol. xvii, page 167, but I here reproduce them, partly to correct a slip I made in the masts of the Alarm and America, and partly in hopes that if there is any error in any of them, the owner, or some kind person will correct it.

Yacht's Name.	Length.		Beam.		Racing tonnage	Draft aft.		Draft fore.		Main Mast.	Fore Mast.	Bom.	Main Gaff.	Fore Gaff.	Bow-sprit.						
	ft.	in.	ft.	in.		ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.						
Alarm.....	102	6	23	10	237 $\frac{3}{4}$	12	0	6	3	66	6	62	0	66	0	20*					
Aline.....	107	0	21	9 $\frac{1}{2}$	215 $\frac{1}{4}$	11	3	8	3	63	0	58	9	62	6	34	0				
America.....	95	8 $\frac{1}{2}$	22	9 $\frac{1}{2}$	201 $\frac{3}{4}$	11	6	6	6	64	0	59	6	58	0	26	0	21	0	32	0
Cambria.....	108	0	21	0	204 $\frac{1}{2}$	12	0			61	0	56	6	61	0	33	9	25	0	35	0
Egeria.....	98	6	19	2	155 $\frac{3}{4}$					57	0	52	0	52	0	30	0	26	6	32	0
Pantomime†.....																					

* Jib-boom 40 feet.

† Omitted having been lately lengthened.

I believe that these measurements are nearly correct, taking the length on deck "from the forepart of the stem to the afterpart of the stern-post" and the beam "from outside plank to outside plank in the broadest part of the vessel," but cannot of course say how much each Clubs' Measurers will take off this beam for wales &c. I may add I only used the measurement of the Egeria at the Royal London Club race as an illustration of the confusion caused by the postscript about wales tacked to the Rule of Measurement usually called the "Thames Rule", and not as any imputation on the accuracy of the measurers of that club, who lowered all the others much in the same proportion as the following table taken from the accounts of the three schooner matches in the river last year, as published in the July number of *Hunt's Magazine* will show.

Royal London.—Egeria, 152 tons,*; Cambria, 186 tons; Gloriana, 129 tons.

Royal Thames.—Egeria, 152 tons; Cambria, 188 tons; Gloriana, 133 tons.

New Thames.—Egeria, 152 tons; Cambria, 186 tons; Gloriana, 136 tons.

* N.B.—This is clearly a misprint as the correspondence proves, and *Bell's Life* gives the tonnage on that day as 146 tons, which agrees with the certificate given her, signed by the Rear-Commodore and two others.

I remain, your obedient servant,

RED, WITH WHITE MALTESE CROSS.

REGATTAS AND MATCHES.

- May**
- 6.—Prince of Wales Yacht Club.—First Cutter Match
 - 8.—Royal London Yacht Club—Opening trip
 - 13.—Ranelagh Yacht Club—Opening trip
 - 15.—New Thames Yacht Club—Opening trip
 - 15.—Prince Alfred Yacht Club—Opening cruise
 - 17, 18.—Temple Yacht Club—Opening Trip
 - 18.—Prince Alfred Yacht Club—Matches
 - 20.—Royal Northern Yacht Club —Opening cruise
 - 21.—Royal London Yacht Club—First Class Match
 - 22.—Royal Thames Yacht Club—Opening Trip
 - 22.—New Thames Yacht Club—First and Second class cutter Match
 - 24.—Royal Thames Yacht Club—Cutter match
 - 24.—Prince Alfred Yacht Club—Corinthian match
 - 28.—Clyde Yacht Club—Opening cruise
- June**
- 5.—Royal Thames Yacht Club—Schooner match
 - 5.—Royal Mersey Yacht Club—Opening Trip
 - 5.—Ranelagh Yacht Club—First Match
 - 5.—Prince Alfred Yacht Club—Third class Match
 - 7.—New Thames Yacht Club—Schooner and Yawl Match
 - 10.—Norfolk and Suffolk Yacht Club—Regatta at Cantley
 - 10.—Chester Yacht Club—First match
 - 12.—Prince Alfred Yacht Club—Cruise to Wicklow
 - 19.—Royal London Yacht Club—Schooners and Yawls Match
 - 19.—New Thames Yacht Club—Third class cutter Match
 - 19.—Royal Eastern Yacht Club Regatta
 - 19.—Prince Alfred Yacht Club—Second Class Match
 - 21.—Royal Thames Yacht Club—Channel Match. Nore to Dover
 - 29, 30.—Royal Cork Yacht Club Regatta at Queenstown
- July**
- 1.—Southampton Regatta Club Match
 - 2.—Great Yarmouth Water Frolic
 - 3.—New Thames Yacht Club—Ocean Match, Lower Hope to Harwich
 - 5.—Royal London Yacht Club—Second and Third class Match
 - 5, 6.—Royal Mersey Yacht Club Regatta
 - 6.—Ranelagh Yacht Club—Second Match
 - 6.—Royal Harwich Yacht Club Regatta
 - 8.—Norfolk and Suffolk Yacht Club—Regatta at Wroxham
 - 10.—Clyde Yacht Club—Regatta at Dunoon
 - 13, 14.—Royal Northern Yacht Club Regatta
 - 15.—International Regatta at Havre
 - 15.—Royal Southern Yacht Club Regatta
 - 17.—Prince of Wales Yacht Club—Match from Gravesend to Ramsgate
 - 19.—Prince Alfred Yacht Club—Channel Match
 - 24.—Prince Alfred Yacht Club—First class Match
 - 23 (?)—Kingstown Regatta
 - 27, 28.—Royal Western Yacht Club, England
 - 30.—Royal Welsh Yacht Club Regatta
- Aug.**
- 7.—Norfolk and Suffolk Yacht Club—Regatta at Oulton,
 - 21.—Clyde Yacht Club—Corinthian match
 - 28.—Clyde Yacht Club—Closing cruise
- Sept.**
- 3.—Prince Alfred Yacht Club—Closing cruise

HUNTS'

YACHTING MAGAZINE.

JUNE 1st, 1869.

NOTES ON NORWAY AND ITS COAST.*

On the chart (No. 2), which includes the coast from Lekøe to Donnæsøe, the great and most dangerous shoal and rocky ground already mentioned, continues, stretching in places six and eight sea miles from land; and the channels in from sea are fewer, more difficult, and more perilous than on any other part of the Norwegian seaboard. Indeed, between Vegen and the Vigdens there is but one which you may get through without almost insuperable difficulty by attending to the directions which we shall give: this one is the channel in from Sklinden. However, inasmuch as the distance from the outermost shoals to a safe anchorage is seven or eight sea miles, you must make up your mind *in time* to stand in, lest nightfall should find you still in the channel. The other fairways, which we shall describe presently, should not be attempted except in extremity. The landmarks on this portion of the coast are particularly good, and visible at distances varying from ten to sixteen miles; but if the weather be so thick that you cannot see them, you can derive no assistance from the outmost rocks and islets, which are low and undistinguishable one from another by any peculiarity of shape. The stream sets N.E. with the flood, and with the ebb S.W., the former being the stronger; but a steady breeze carries the stream with it. Ordinary tides rise five or six feet, springs seven or eight feet; high water f. and c. $11\frac{1}{2}$ o'clock.

If you are standing in N. of the Vigdens you will perceive at a

* Continued from page 156.

distance of three or four miles the Sklinden group, the largest of which (Sklindenøe) is 200 feet high. To the Sward will be visible the Vigtens and the islets and holms lying outside ; of these last the most southern are Lille and Stor Valøe, and the most northern Kvaløe, which has a level top (*er af jevn høide*). Far in Galtenfjeld on the Namsen fjord, appears over the Vigtens, but is only visible in clear weather : it is high, dome-shaped, and its southern side is a deep declivity. North of the Vigtens is Vørumsnubben, a roundish mountain on the mainland, 1,300 feet in height, and loftier than the land about ; it changes its appearance but little, whether viewed from north or south. North of this again and somewhat nearer, you will distinguish Lekøe, which is nearly as high as Vørumsnubben, and has a small peak rising from its middle on which is a trigonometrical station. Inside Lekøe will appear the lofty and very remarkable Heilhornet, 3,600 feet high. It has a pointed horn shape, and shows double as high as the surrounding land. There are likewise three lesser peaks close to this, which are parts of the same mountain, and which come in one when viewed from the southward of the Vigtens. Against them is Gutvigfjeld, whose northern side is a long gentle slope ; and further north is Trøelnashatten, flat topped, and somewhat higher than the land immediately about it. Next is Andalshatten, 3,000 feet high, pointed summit, and both sides sloping downwards ; between this and Vegen are to be seen Høiholmtinderne, which are nearly as lofty as Andalshatten, and show four very peaked and high summits, of which the two middle lie nearest one another. The two mountains on Vegen, Vegfjeld and Vegtinden, come in one when viewed from here ; but as they are over 2,000 feet high, and stand out in bold relief, you will easily distinguish them. West of Vegen lies Söla, which is about half as lofty as Vegfjeld, and steep-to on all sides.

If you are standing in farther north outside Vegen, in the direction of Sjöla (a small round black island, visible at a considerable distance, inhabited by fishermen, and lying on the outside border of the rocky ground which encircles Vegen), you will see land to the southward as far as Lekøe, and to the northward as far as Lovunen, which is a steep island north of this chart. Dönnøes or Aakvigfjeld is dimly visible farthest to the north, at a distance of about nine miles. Its nearest part is of the same height as the mountains on Vegen, and is pointed and jagged. On its western side you will see Dönmanden, a peak separated from the others. Next appear the high rocks on Alstenøe called the "Seven Sisters" (*de Syv Søstre*), which are perceptible on account of the high steep and peaked *teeth* (if we may use the word, which compose them, and which separate more from one another whe-

seen from farther north. Between them and Dönnæsfjeld a glimpse is caught of the mountains lying inland at Ranenfjord, but none of these are very distinguishable. South of the Sisters in the direction of Vegen is Finknæet, a mountain loftier than Heilhornet, and lying more inland, at the east side of the mouth of Vessenfjord : it appears high over the subjacent land, runs up narrow, has a flattish top, and is steep on both sides : immediately south of it is a smaller but more pointed summit. Finknæet and Heilhornet can both be known at fifteen or sixteen miles distance. Gulsvaagfjeld and Vegtinden appear from here separated by a broad valley, which closes up gradually as you change position to the north or south, and observe that the trigonometric station on Vegtinden—a cairn of stones—is not on the highest part of the mountain, but on a rather prominent round hummock at its eastern side. Inside Vegen are the Høiholmtinderne, and south of these Andalshatten, all peaked summits, as already described, but hidden by Vegen when you are west of it. A little south of Andalshatten is a lower and rather prominent ridge, Moesaxlen, and at its southern side a small but precipitous summit called Ramtinden. South of this the land is higher, and the most southern high land visible is Trælnashatten, close north of which is a valley called Rodalskal. The next landmark is Heilhornet, high over the surrounding land, and retaining its peaked form; and though the lesser summits which belong to it can likewise be distinguished, they do not lie so isolated as when seen from further south. Lekøe shows a steep declivity on its southern side, and you will besides see the peaked hillocks in its centre. Still further south land appears in clear weather, but without any remarkable feature.

If you are north of this chart in the neighbourhood of Trænen, you will see at a long distance the most northerly of the mountains we have mentioned, and in particularly clear weather Vegen and Sola. Aakvig or Dönnæsfjeld is plainly visible, and inside of it you will catch a dim glimpse of the Seven Sisters, whose summits separate most when seen from two to three miles south of Trænen ; in clear weather, too, the weak greyish outlines of the Høiholmtinderne show forth.

When clear north of the Vigten shoals, you will sight the small isolated group of Sklinden : you may stand in either north or south of these islands, but the former channel is to be preferred, inasmuch as for a long stretch it is very wide, and from it in case of emergency and when circumstances do not allow you to venture further in, you will be able to save your vessel in Sklinden haven.

West and south-west of Sklinden lie four shoals which break some-

times ; the northmost is Horsgrund (7 fathoms), and the southmost, Galttarren (10 fathoms). When coming in you must go either north or south of *both*. The marks for the first are : Trøelnashatten in one with Slok Holmen by Sklinden and Galtenfjeld a little north of Ramstædtind on the outer Vigten ; but as some of these are not easily identified, it may be mentioned that you are well clear north of the shoals when Trøelnashatten comes north of the northmost rock of Sklinden, and south of them when Trøelnashatten is east of Sklinden. Findsvaen (4 fathoms) lies south-west of Sklinden, and the marks for it are : Vegflissen (a holm south of Sklinden) in the low land south of Værumsnubben, and Tus Holmen (the holm close west of Sklindenøe) in the highest part of Vegen. You are clear outside this shoal when Sklinden is in one with the northmost peak of Høiholmtinderne, and north of it when Rundflissen [the northmost of the small holms lying about one mile to the southward of Sklinden], goes into Værumsnubben. By keeping Sklinden in one with the northmost Høiholmtind you clear the shoal further to the south-west, namely, Frelsøe Findsvaen.

To stand in south of Sklinden, you should try to make out Trøelnashatten and Høiholmtinderne, which in clear weather you will see without difficulty ; then by keeping Sklinden between them you clear all the shoals, going west of Findsvaen and south of Galttarren ; this brings you under Sklinden, east of Breigrund, which always breaks, and you may then lie-to or stand on east of Sklinden until you get a pilot.

On its north, west, and south sides the Sklinden group is fenced in by rocks. When you are north of Horsgrund (the marks are already given) you can stand in south of Sklinden and south of Breigrund, or north of the former, and then await a pilot as above. To get into Sklinden haven (see the observations on it in a previous part of this paper), you should go north of the group, and when east of Braken steer towards the north-east point of Sklindenøe until you open the sound between it and Tus Holmen, into which you stand and anchor in 10 to 18 fathoms sand. In entering, keep a good cable's-length from the north-east point of Sklindenøe on account of a shoal running off from it in a northerly direction. In strong weather, and particularly with northerly and north-westerly winds, a bad sea sets in to the harbour, which renders the place one not to be resorted to except in case of necessity.

When you are inside the Sklindens, and desire to anchor under the mainland, you steer, according to circumstances, north or south of Lekøe ; in either case it is safest to stand in the first instance towards the southern end of the island until you make Mefjordsbaaen, a shoal which

constantly breaks, or can be seen over water ; go south of this, and then, if you intend to go south of Lekøe, steer towards Brunflissen, which is the most westerly of the holms of Lekøe. Keep well clear of these holms on the west and south sides, and then go south of Tørflißen and Nyrene, giving them a berth of not less than a cable's length ; in moderate weather you need not fear the two shoals (Meetarren and Smaætarren) south of them, both of the said shoals having 8 fathoms, and hardly ever breaking. Furthermore, stand south of the many little holms which lie west of Lekøe, and then for the south point of the island ; then make for anchorage in Frøvig Sund, lat. 65° 3' N. Keep in the first instance close under Lekøe, and when further north in the sound, mid-channel between it and Frøvigøe until you see the houses at Frøvigen ; then anchor between Frøvigøe and Klung holm in 7-9 fathom, sand and clay. Should the wind be so northerly that you cannot get into the sound, you will find a fine harbour at Røsvør. From Brunflissen stand so far to the southward that the highest part of Værumsnubben comes close north of the north point of Gjøringen ; by keeping this mark you will go clear north of Verlan (6 fathoms), and sight the numerous small islands of Røsvør. Go north of these, and then stand in under the coast until Røsvør sound opens, into which enter and anchor either under Leerøe or Røsvør in 7-8 fathoms clay and sand. In the middle of the sound is a depth of 16 fathoms. There are besides channels between Røsvør and Gjøringen, and Gjøringen and Løvøe, but they are difficult without a pilot ; inside them you can reach the nearest harbour south at Ottersøe, but you ought always to prefer to go north of Røsvør.

To stand in north of Lekøe, you must either steer, as already explained, towards Meffjordsbaen, then south of it, and then for the north point of Lekøe until you sight the Steenflissene (a group of rocks about three miles [Eng.] nearly north-west of Lekøe), which you pass north of ; or else go south of Kaaterfald and north of Einersfald, which shoals, as well as the most southerly of those belonging to Horten Vøret, almost constantly break, and thereby are discernible. For the rest you are safe to clear these shoals when from the north-east end of Sklinden you head midway between Heilhornet and the highest part of Lekøe until you make Steenflissene, north of which you pass. Thence stand towards Melstene, which will appear towards the south end of Kvaløe, or north of the entrance to Bindalsfjord.

When near the island, keep more north towards the holms called Helgelands-flissen, which pass on the inner side (you may go as near as you wish), and make for the anchorage in Langøe Sund—between Langøe and Kvaløe—either by keeping towards the north end of

Gimlingen, which is high and remarkable, and in between it and Stor Gjedungen, but closer to the former to avoid a rock south-east of the latter and always visible, or by standing in between Stor and Lille Gjedungen, but closer under the first. Or you can pass between Lille Gjedungen and the south point of Langøe. Keep nearer the holms to clear Vesvigbaaen, and when this which is constantly visible is passed, you can anchor anywhere in the sound right up to the little holm at its northern end; in the southern part you have 10 fathoms clay and sand, shallowing to six at the other extremity. A pretty strong stream runs through it, setting north with the flood and south with the ebb. When the wind is more north than north-west, and you cannot get into this sound, you should come south of Lekøe, as already shown.

About three sea miles in a northerly direction from Sklinden lies a small holm, Høibraken, seen at somewhat more than one mile's distance, half a mile south of which are two dry rocks, Slifissen, the intervening space bristling with dangers. About half a mile westward of Høibraken is Nordufstarren, a shoal with 7 fathoms, the marks for which are: Høibraken on Høiholmtinderne or Finknøet, and Slifissen on Vørumsnubben. As this is the outmost of the shoals just mentioned, you may stand in under the west side of Høibraken as long as Vørumsnubben is south of Slifissen; and when Høibraken is south of Høiholmtinderne you are clear north of the shoal. You may not go nearer to the north side of Høibraken than five or six cable-lengths. To reach an anchorage stand for Sklinden and thence in, as already described, for the entrances north of Høibraken are too difficult to be availed of except in extremity.*

The following are the shoals between Sklinden and Høibraken, and inside the latter:—1. Vegtarren, 6-8 fathoms; Braken (northern holm of Sklinden) on Tus Holmen, and Kvigs Holmen (round and rather high, one of the Horten Været group) on Heilhornet. 2. Brunan, 6-7 fathoms: you are clear outside when Sklinden is on Kvaløe at Vigten. 3. Mikalen, 14-15 fathoms, and seldom breaks: it is situated between Høibraken and Sjöla. When all the Seven Sisters are outside Sjöla you are clear outside the shoal, and when their westmost peak is hidden by Sjöla you are inside. Indeed, so long as all the Seven Sisters are outside Sjöla, you are clear north of all the shoals on this chart south

; * On Buholmen, on the N. side of the island, is a small wooden light-ho, with balcony, 11 feet in height—shews a *fixed* light from August 15th to May 1: 41 feet above sea level, and visible 10 miles from the N., from S. b W. $\frac{1}{4}$ W. b N. $\frac{3}{4}$ N., and from the S., between N. E. b N. and E. b S. $\frac{3}{4}$ S. Lat. 6 28' 35'', Long. 12° 13' 30''.

Stenene (the farthest outlying holms of Vegen). 4. Storrygeluen, 16-18 fathoms, breaks in very heavy weather only. 5. Blaen, 6 fathoms : when Dönmanden appears outside Söla you are clear west of this shoal. 6. Ufstarren (do not confound it with Nord Ufstarren, already mentioned), 10-12 fathoms. 7. Skjæribaaen is partially dry, and breaks constantly. 8. Ryggefeld almost always breaks ; you are clear north when Storbraken is south of Andalshatten. 9. Skudfald likewise constantly breaks : you go north of it by keeping Storbraken on Ramtinden. 10. Kjelsgrund, 12-14 fathoms.

If you are off Høibraken, or between it and Stenene, and circumstances do not allow you to take the channel from Sklinden, you may stand in between the shoals outside Storbraken, and thence to anchorage inside. In such a case you go either north of Høibraken or south of Sliflissen, or between the former and the outmost of the shoals just mentioned ; then endeavour to sight Storbraken, which is a small holm with some huts on its highest part. In clear weather you will easily see the mountains on shore, especially Ramtinden, which will appear midway between Andalshatten and Trølnashatten, but is lower than either ; bring its south side in one with Storbraken : this course clears you of everything, and you may then run straight under Fiskebøen (a dry rock west of Storbraken). As it brings you pretty close to Ufstarren and Skudfald, you ought however in the first place to keep Storbraken a little north of Ramtinden ; and when you have passed Ufstarren (you will have done so when a bit of the low land on Donnæsøe is hidden by Vegen), you can keep Storbraken a little south of Ramtinden, and steer up under Fiskebøen, which you may pass close north of. In summer you can always get a pilot from Storbraken, but not in winter. Lay your course from here for the northmost of the Høiholmtinder, and so in north of Ertenbraken, on which are some huts ; then south of Kvoerstene (fishermen remain on these holms summer and winter), and so until near the south point of Ulvingen, where you will find anchorage between the island and the small holms lying west of it in 6-7 fathoms sand, but exposed to southerly winds. On this account you will do better by keeping on inside Ulvingen, north of the Velfjord holmerne, casting anchor in Havn Sund, between Es-holmen and Havnøe. Coming up with the sound, keep well clear of Es-holmen, as a shoal lies some distance out off its south-west point. In the south part of the sound are 6-7 fathoms, and farther north, abreast of the houses on Havnøe, 3-4 fathoms, clay and sand. This anchorage can likewise be approached from the north, as you will see by consulting the chart.

Should the wind come so northerly that you cannot get into Havnsund (having approached it from the south), you can go either between Storbraken and Ertenbraken, or east of the latter. In such case, when you make out these holms, stand in according to the line of sailing marked on the chart, and you will get a pilot from Unstene, Malme, or Henstene at any time of the year. The harbours are : Langösund (already described) ; Lyngvør, 4-6 fathoms ; and Sandvør, 7-10 fathoms, clay and sand.

North of the channel at Storbraken is one to Mudvør, among the holms of which (Mudvør) you will at any rate save yourself in case of need ; but this channel is so narrow and difficult (although 100 fathoms deep) that the slightest deviation will put your vessel aground.

Two miles west of Vegen is Bremstene, where with north or north-west winds you can save yourself ; you may go within two cable-lengths of Sjöla and Stenene on the west side, and will usually get a pilot from Bremstene. Stand in south of Svinglebøen, which constantly breaks, then north of Leibraken, then for the north point of Bremstene, passing between this and the rock north of it. Being come inside the point, and another rock close east of it, stand up the sound, going close to the outer land. Here you have 3 fathoms, but there is a rock on the other side. Anchor abreast of the houses in 6-7 fathoms sand. You should only try this harbour from the south side when the wind is north or from that to north-west, as seas break badly across the channel with other winds. From Bremstene to four miles north of Vegen the sea is so filled up with rocks and shoals that it may be considered not navigable ; only in the outmost holms north of Vegen is there a possibility of your saving yourself in extremity—the names of these are Skjørvør and Nordvør. Likewise, south and west of Donnæsoe, are crowds of shoals, but in need it is possible to creep in between Yttre Holmen and Flissen.

About two miles north-west from Vegen lie Skjørvør and Nordvør ; to get in pass Klepholmerne at two cable-lengths' distance, then north of Kraak Sundholmerne, between which you stand in, and then the sound between Klepholmerne and Skjørvør opens, in which you will find 6-8 fathoms sand. To get into Nordvør bring the highest part of Aakvigfjeld in one with Skarvøe ; steering thus brings you clean inside Spildra and Skarvøestene, as well as outside Skarvøebæen (which always breaks), and opens the sound between Vikelsøe and Huusøe, in which you anchor opposite the highest part of Vikelsøe in 6-8 fathoms fine sand. This harbour, although very narrow, is preferable to Skjørvør, where in heavy weather the sea breaks over the outer holms.

The northmost and outmost part of the shoal ground on this chart is formed by Yttre and Indre Holmen, and the rocks about them. The principal shoals outside these are, 1st, Lille Svee, 22 fathoms, which hardly ever breaks; 2nd, Skal Svee; and 3rd, Bak Svee; both of these have 14 to 15 fathoms, and break in heavy weather; you are west of them when Heilhornet is outside Söla.

South of Yttre Holmen and North of Flissen is a channel, for which you should get a pilot, and which will bring you to Inner Oxningen, 6-10 fathoms, or into the very narrow sound between Brasöerne and Præstöerne; you can also go into the bight at Aakvig, in Donnæsöe. The other channels on the north part of the chart require a perfect knowledge of all the small holms scattered about in their vicinity.

On the chart No. 1, which includes the stretch of coast from the Haltens to Leköe, you will see at the Vigten Islands the commencement of that extensive tract of rocky ground which forms the most dangerous portion of the coast, and which goes north as far as the Lofotens, extending away to sea to a distance of seven and eight sea-miles. The Vigtens are particularly dangerous, since the tide in general sets in towards the land in the bights north and south of the group, which is almost destitute of places of refuge for vessels. South of these islands are the Namsen and Folden fjords, which are deep and clear, and contain many good anchorages; from the latter, south, the coast is less dangerous until you reach the Halten and Frøerne.

The stream sets in calm weather north-east with the flood and south-west with the ebb, but the former is constantly the stronger, particularly six to eight miles and farther from the land. In continuous bad weather it sets strong north-east with westerly and southerly winds, and south-west with steady easterly and northerly winds, but seldom so strong as in the opposite case. Ordinary tides, 5 to 6 feet; springs, 8 feet; H.W. f. and c. 1-20.

If you are standing in for the land one or two miles north of the Haltens, you will see land south to Tøndelfjeldet, east of which are Lille and Stor-Kopperen, the last showing like a haycock; it lies half-a-mile east of Tøndelfjeldet, and is in clear weather visible eight to ten miles. North of these are Stemma and Lincsfjeld, between which is a broad notch, in which will appear a small round knoll (Stemmakalven); these are all south of this chart. Almindingöe has a roundish top on its centre, and whether viewed from north or south, presents an unchanged appearance: it can be seen three to four miles. Close north of it you will perceive, when you approach nearer, several low islands (Vøret), on which are three somewhat higher humps, which mark the

shoals outside Almindingøe. On Troningsfjeldet, which lies south of Kraakøe, is a white line sloping up the mountain : this is seen two or three miles from outside Almindingoö.

Should you stand in outside the Skjærvøerne, or between them and Næsvaag, you will see north of the former some tolerably high islands, to all appearance three in number ; these are Hepsøe, Ramsøe, and the Rodøerne group (the last appearing as one island—on the highest point of Rodøe is a lighthouse, showing a fixed light from August 1st to May 16th, 273 feet above sea level, and visible sixteen knots between the bearings S.E. b E. $\frac{1}{4}$ E. and S.E. $\frac{1}{4}$ S., in lat. $64^{\circ} 22' 30''$; long. $10^{\circ} 27' 25''$). Of these Ramsøe is the largest and highest, and visible three or four miles. About one mile outside Almindingøe are the shoals of Ranen and Borklakken, which break in heavy weather, six fathoms being the least depth on them. Of these you are clear west, so long as Flissa (a small black holm, one mile S.E. b S. nearly from Almindingøe) is south or east of Lincæsfield, and you will be on the shoal when these marks are in one. You will generally be able to get a fisherman as pilot from Almindingøe ; otherwise you should take the channel north of Borklakken, in order to do which keep the white line (which, as has been already mentioned, slopes up Tondelfjeldet) over Mashouen, the northmost hill on Været : this clears you north of the shoal ; then steer S. E. $\frac{1}{4}$ S. towards Kaura, the northmost small holm from Almindingøe, and which may be approached on the north side to within a good cable's length. Then make for anchorage either in Kraakøe on Besager ; if the first, steer from Kaura close north of Kjeöen, thence towards the north end of Brandsøe, which you may keep close to, until between it and Kraakøe, where you must beware of a small rock (Kraakøetarren), which nearly dries at low water. Of this rock you pass north by keeping the north end of Kraaka (a small black holm, on which stands a stone beacon) in Hvalhovden on the south side of Almindingøe ; and south of it by keeping the south point of Kraaka in Hvalhovden. You are inside of it when Utro Ansteen comes inside the north point of Brandsøe ; then steer mid-channel in east of the houses on Kraakøe, between which and the mainland is a good anchorage, either abreast of the houses, where you will find mooring rings at the point, or farther south at Lyngholmen ; in both places are five and six fathoms sand. Between Lyngholmen and the houses a small patch lies, on which there are but ten or twelve feet. To and from this anchorage you may sail by the south channel, but beware of the Stangræs shoal, which is abreast and inside of Veimandskjær.

Should you, having come in by Kaura leden (Kaura channel,) prefer to make for Besager, stand in towards the land north of Vjeßen until the north point of Terningen (the long narrow island outside Brandsfjord) comes in one with Besagerfjeld, when you stand on as far as Terningen which you pass close north of, and whence you will see Besager Sound open ; keep in mid-channel and anchor either between the small holms East of Böröen in seven fathoms sand, (with mooring rings on the largest of the holms,) or between them and Böröen in ten fathoms sand. On the other side of the Sound in the bight is good anchorage in seven fathoms sand, and more sheltered from northerly gales. Farther in at Viig is a roomy haven with twelve fathoms sand between Lõa holmen and the land ; here you are safe in all kinds of weather, but will find a difficulty in getting out with south-west winds.

The Klepholm led is very narrow, and on account of the lowness of the holms and rocks which it is necessary to sight and identify, very difficult to take up ; so that it is not at all advisable that you should attempt it without a pilot. Grisvaag haven in the southmost of the Skjærvøerne has five fathoms clay and sand.

The next channel in from sea is north of Bremflissa and Jupfalla ; of these you are clear north when Synflissa (the southmost black rock of Buholmene) comes in one with Oxbaasheia, and as Bremflissa will always be seen you can easily ascertain when you have passed Jupfalla ; then stand towards the north point of Rödøerne, passing north of it one or two cable lengths, then stand south for Vingsand where you will find six fathoms sand ; on the land south of the haven are two small stone beacons. Or by holding on farther south you can anchor under Ramsøe or in the Sound between it and the mainland in ten fathoms sand.

If you are off the coast six or seven miles north of Halten you will make Kya, a small holm quite isolated lying about two sea miles off the land and visible in clear weather three miles. Its south and east coasts are good, but you cannot go very near the north and west sides on account of a shoal. Being come under Kya, you can see land from Stor Kopperen and Tøndelfjeldet north to the Vigten, and in clear weather Heilhornet will be visible. Some small holms belonging to the Vigten shew themselves, but with the exception of Heilhornet, no plain and remarkable landmark north of Villa which from here appears like a haystack ; on it is a lighthouse shewing a revolving light with a flash every four minutes, lighted from August 1st. to May 16th, 128 feet in elevation, and visible twenty miles, in lat. $64^{\circ} 32' 50''$, long. $10^{\circ} 41' 55''$. Inside Villa is Bjornøe which does not stand out in relief from the land beyond until you get nearer to it. To the

south is Halmöe, somewhat higher than Villa and recognisable by a steep declivity towards the sea. South of Halmöe is a highish mountain (Bolvigssula) whose top consists of two hillocks which separate the further you go north. Inshore and abreast of Kya is Oxbaasheia, which plainly protrudes beyond the adjacent land: on its south part are two hummocks. Halvig Kjeipen likewise protrudes on account of the fjords at each side of it; at the head of the Vingefjord lies Vingefjeld, a mountain remarkable from the deep notch and large round hillock south of the notch. Next you will see the Rödöerne and Ramsöe, the last the highest and having a pointed top on its north part; south of it is Hepsöe. Vigessjöelen a rather high mountain occupies a prominent position, and is roundish from the top down to the water. Further south-west are the Skjærvöerne, and almost the outmost visible land are Ansteen Kollen and Almindingöe. The Smøst, which are only visible in clear weather, are Stor Kopperen and Tøndelfjeldet.

Standing in for the land somewhat south of the Vigten, when you see towards the north-east the most south-westerly of the group (Nordöe and Nordöebura), more to the east will appear Söröe which is more distinct and high and round on the west side. East of it are more islands all of the Vigten group, and you see the mainland first near Heilhornet.

This remarkable mountain, about 3,600 feet high appears standing alone and as high again as the surrounding land; consequently on a long stretch of coast it is a particularly good mark—it has a peaked summit and is visible in clear weather fourteen or fifteen miles. The land south of it has no observable feature until Tviberg and Apeltua, the latter shaped like a broad sugar loaf or haystack—it is separated from Hundhammer, which is between it and Tviberg, by a deep notch or inclination. On Præstöe is a lighthouse with a *fixed* light from August 1st. to May 16th, 35 feet above sea level, and visible twelve miles, in lat. $64^{\circ} 47' 25''$, long. $11^{\circ} 7' 30''$. South of Tviberg and Apeltua are the mountains on Gjören and Findangerfjeld on Otteröen which are likewise prominent marks. Aklekviga shews two sugar-loaves alongside one another, and when you come nearer a third smaller but similarly shaped peak north of them. Next will appear Volfjeldet in one with Findangerfjeld, the former being separated by a broad notch or valley from Muursteens fjeld, the mountain south of it.

South-west of this is Björöen, but it is not very distinguishable from the land inside at three or four miles distance—Villa shows more plainly and from here seems to have a saddle-shape pretty deep on the top. The loftier Halmöe has steep declivities towards the sea. Directly

north-east of Villa is Quœnœ, which is steep on its north side. Between Björöen and Villa is a perpendicular fall in the mountain Sitterhugget; moreover you will see Bolvigsula with its two hillocks, the northern peaked and the southern somewhat flatter. South-west of this is Morkahatten which is roundish on the north-east side and resembles a large hummock; the last three marks come gradually in one with the rest of the land the farther south you go; Oxbaasheia shews against the inner mountains and more plainly than they. South of it there is land visible as far as Lincœ, but the marks from here are not at all distinct.

DYAK.

(*To be Continued.*)

INTERNATIONAL YACHT RACING.

From the New York Herald.

CRITICISM of after dinner speeches is not always gracious, and therefore it is with reluctance that gentlemen will readily understand that we venture to examine what was recently said by Mr. Ashbury in the cabin of his own yacht, when, the dishes being removed, his health was proposed by Lord Lennox. Indeed, we could not be tempted to such examination by any ordinary means; but on this occasion Mr. Ashbury manifested so uncommon a degree of the post-prandial tendency to associate matters having no relation one with another, and did so astonishingly put things in the wrong places, that a failure to dissent might be misunderstood.

He spoke first of the cup won by the America, and now held by the New York Yacht Club, and of his intention to come and try to win it, saying "it had been in the possession of America for seventeen years, and no one had had the pluck or the energy to compete for it." From the consideration of the cup itself he went on as follows:—"A great deal had been said about the difference in the tonnage of the vessels. He desired in no shape or way to take advantage; but he did desire that the vessel he competed with should be of the tonnage of the Cambria, and not double." And thus he runs on touching the discussion in regard to the size of the Dauntless. Now, we have to inform Mr. Ashbury that this question in regard to the size of the Dauntless has nothing whatever to do with his proposed race for the cup won by the America; and we cannot conceive that a yachtsman so intelligent and accomplished should suppose the contrary, save we fall to the pleasant after-dinner theory. We hope that his attention will be called on this

point to the communication we give in another column from one of the oldest members of the New York Yacht Club.

Can it be possible Mr. Ashbury does not remember that he has put forth challenges for two races—one a proposal to sail any boat of the New York Yacht Club for the cup won by the *America*, and another to make his trip across a race with any American yacht of a certain size? Such certainly is the view taken here of the letter published by him immediately after his very pretty triumph over the *Sappho*. In that letter he appeared as a genuine Briton, ready for any thing in the shape of sport on fair terms; and if there was a little exuberance of triumph in it we reflected that it was a great while since an American yacht had been beaten on that side the water. From the terms of his challenge, as fairly taken, there was a chance for any one to make a race, and the Dauntless merely accepted one of his propositions; that was all.

This was an independent, individual act of the owner of that yacht—not the act in any sense whatever of the New York Yacht Club, having no official relation to the club, nor to the cup the club holds. Indeed, we doubt if the New York Yacht Club would be any more ready than the English clubs are to make an International Ocean race. They agree entirely with the English clubs that long races are not a test of speed, and they have never gone into them. The great winter ocean race was the private match of three members of the club, and not a club affair; nor was it considered (officially) a club matter until the three yachts had left our coast. It will be the same with any race between Mr. Ashbury's yacht now, if any one is made. It may be that only some individual member will venture on the many chances against him across the ocean that lie in the build and power of such a boat as the *Cambria*.

As to the contest for the cup, without doubt that Mr. Ashbury is sincere in all that he utters of his intention to make a contest, we have still to say that he has not yet even opened the preliminaries for such a race. Won in peculiar circumstances and from a gallant and stanch foe, that cup is treasured here as a high trophy, and it is provided that any contest for its possession shall be subject to certain rules. These rules were published over ten years ago and are on record in English authorities, and the fact that they are thus accessible to Mr. Ashbury makes it the more strange that he has not yet complied with their requirement, as that is the only way in which he can institute a race for the cup. Let him do his part and come on, and he need not doubt that the New York Yacht Club here will receive him in a generous spirit and afford him all opportunity for the contest. It will not turn

on points of measurement or disputes of systems, whether or no he shall have a big boat or a little one. Indeed, the rules prescribe how the size of the contesting yacht shall be ascertained. The New York Yacht Club will put a representative boat fairly against him if he comes properly accredited as a representative himself, not otherwise. And, however we may be doubtful as to what our yachts may do against British yachts in British waters this summer, we feel almost certain that we know who will be the victor here.

Mr. Ashbury, the owner of the *Cambria*, prominent as the first English yachtsman, who has offered to question the supremacy which the New York indication of "the cup" signifies, by proposing a match therefore, seems unaccountably misinformed as to the mode of placing himself in a right position for settling preliminaries. From remarks recently made on board the *Cambria* it might be supposed that the talk of match for "the cup" had been accepted and the *Dauntless* selected by the New York Yacht Club as the competitor of the *Cambria* and the only question left open for settlement that of the "Royal Thames rule of measurement," whereas nothing is more remote than such a state of things. Dispensing with all circumlocution the following seems to be a true estimate of "the situation"—

Mr. Ashbury, in order to be regarded as in a position to compete for "the cup," must authoritatively represent or be represented by some organized British Yacht Club.

This has not yet been done by or on behalf of the owner of the *Cambria*.

The tonnage of his vessel must be tested according to the Custom House or national measurement of England.

This disposes of any necessity for considering the "Royal Thames rule of measurement." (In a private match this rule may be a matter of adjustment.)

The notice on behalf of Mr. Ashbury must contain, among other things, the length and Custom House or national measurement of the *Cambria*, and be given six months before the time desired to come off.

The New York Yacht Club, at its January meeting, carefully distinguished between the match proposed by Mr. Ashbury for "the cup," stating that they could only deal with that subject, leaving the other matches around the Isle of Wight, across the ocean, &c., to individual arrangement.

The offers to sail the *Cambria* made by Commodore Stebbins, Vice-Commodore Bennett, and Rear-Commodore Douglas, seems to have complicated in the mind of Mr. Ashbury those affairs with the contemplated match for the cup won by the *America*, with which they are wholly distinct.

No progress can well be made as to a race for the "American's Cup" until Mr. Ashbury has initiated a right beginning, which not to have done

seems strange, in view that the conditions upon which it could only be competed for were published in *Hunt's Yachting Magazine* for June, 1865, No. 6, p. 265, and in the *New York Herald* as early as 1858.

DECATUR.

YACHTING IN AMERICA.

THE BOSTON YACHT CLUB.

NAUTICALLY speaking, the "Club of the Universe" is not fully up to the mark with some of its rival seaport cities. In the matter of radicalism in politics, religion, temperance and reforms generally she is, however, far in advance of any other section of the country within the jurisdiction of President Grant and the National Congress. The people here are industrious, and taking it altogether, are good in their way; but the majority of them are narrow-minded and prejudiced, and are only in their satisfactory element when fighting some liberal or progressive measure brought forward by liberal and progressive men. It is on account of this hereditary Puritanism that yachting has advanced so slowly in Massachusetts. Everything in the shape of stumbling blocks and obstacles was thrown in the way when a few of the enterprising citizens of Boston undertook to encourage naval architecture and nautical science, and when the formidable opposition is remembered it is a matter of surprise as well as of satisfaction to realise the encouraging triumph which the followers and admirers of old Neptune have achieved over those old fogies who never heard or believed in any other sailing craft but that in which the lamented Noah and his family floated around during the great shower a few centuries since.

It is a fact, strange as it may seem, that the Boston Yacht Club was just two years in getting a charter from the Massachusetts Legislature, and when it was finally granted it was by a very small vote, and in spite of some thirty theological and philosophical speeches which had been made against it. The clergy and the countrymen held up their hands in holy horror when asked to sanction a corporation not closely identified with some religious or temperance measure, and in the declamations against it most terrible and fearful pictures of dissipation along the coast of Massachusetts were portrayed. They claimed that the only motive the club could possibly have was to have one or two annual cruises for purposes of dissipation, and scouted indignantly the

assertion of the fact that the great purpose of the association was to encourage yacht building, and naval architecture, and the cultivation of nautical science. Such narrow-minded men were those who composed the legislative body of 1867, and although there were many of the same limited views in the successive Legislature, they were not sufficient in numbers to form a majority, and the Yacht Club consequently obtained an act of incorporation, and upon the 9th day of April, 1868, the bill was approved and signed by Governor Bullock.

From this time henceforward the club has advanced in influence and usefulness, and the old prejudices against it are being rapidly wiped out. It has a capital of 35,000 dollars, one-half in real and the rest in personal estate, and its members represent millions of wealth. The rooms of the club are at the corner of Tremont street and Pemberton square, and comprise four or five in number. They are elegantly fitted, and among the attractions are a library and a rapidly growing museum of models and inventions in nautical science. They are kept open day and night the whole year round, and are resorted to largely by the members of the organization and their friends visiting the city.

Preparations for the present season have not yet been very actively commenced, and the reasons for the delay are twofold. The chief one is that the spring has not advanced so rapidly here as it has in New York, two hundred and thirty-six miles south. The other cause of apparent apathy is the projected peace festival, which comes in the middle of June—almost the exact time when the annual review has heretofore taken place. In consequence of this latter interruption it is now contemplated to defer the review until the very last of June, and then have the annual regatta follow about the 1st or 2nd of July; and then on the Fourth—the Yankee nation's great carnival day—the craft composing the fleet will unite in another regatta for the customary prizes offered by the City of Boston. Then, after a few weeks respite, will come the annual cruise of the squadron, which is, in many respects, the chief feature of the annual history of the club. The course sailed for the regatta prizes will be in the bay, in the neighbourhood of the forts, and can be reached from the city considerably inside of an hour. Concerning the annual cruise, there has yet been no definite conclusion as to where the squadron will go, but it is not unlikely that New York and points farther south will be visited by some of the larger yachts.

At the present time the majority of the yachts are housed and undergoing repairs and refitting for the pending season. Within a fortnight or three weeks, however, many, and probably all of them, will have been launched, and then the nautical sports will be as numerous as they

ever are enjoyable. There have been large additions to the membership roll of the club during the year, but the fleet has been only slightly increased as yet, but it is likely that it will be in the course of a few weeks. The *Sprite*, owned by S. D. Nickerson and C. W. Galloupe, is among the acquisition of schooners to the squadron. She is 77 tons, old measurement, and about 42 new measurement. The only sloop added is owned by George B. Durfee, of Fall River, and she is named the *Elaine*. She is of the general style of sloops predominating in the fleet of the New York Yacht Club; is 37 tons, old measurement; 52 feet long, about 18 feet beam, and draws a trifle over four feet of water. The only sale of yachts belonging to the club has been the schooner *J. Q. Adams*, which was purchased from Augustus Lothrop of Boston, a few days since, by C. D. Macomber of Boston.

THE SOUTH BOSTON YACHT CLUB.

SCARCELY had the Boston Yacht Club commenced to prosper before the nautical fever became contagious, and its first ravages were over in that section of the city known as South Boston. One short year only was the Boston club in existence before birth was given to the South Boston Club, and it is to-day almost as healthy, if not as wealthy, as its senior. It boasts of about seventy members, and the roll is being increased almost daily. The men generally are mechanics who have got the required qualities for pulling and hauling, and also possess a natural taste for yachting, and during the coming season they propose to gratify that taste most abundantly.

The club was organised in February, 1868, and within about a month afterwards a special meeting was called and a determination united upon to have erected a suitable club-house. This needed acquisition for their convenience and comfort was a reality in the succeeding June, and the grandest kind of a grand ball was one of the memorable features of its dedication. The building is spacious and substantial, and has the additional merit of being located directly upon the beach, in the neighbourhood of City Point, and while it is secluded and free from intruders, it is nevertheless accessible from the most distant part of the city, by horse cars, inside of an hour. An unobstructed and pleasing view of the whole bay can be had from any of the rear or side windows, and many gather around these for this purpose during the pleasant seasons of the year. The interior is admirably arranged for meetings and social gatherings, and many an evening during the winter months did the yachtsmen and their lady friends "trip the light fantastic" until

the small hours of morning. The lower part of the building is divided into compartments, in which the boatmen keep their small boats, store their tools, spare rigging, &c. Directly south of the club house, within a few hundred feet, runs the channel, where yachts drawing the greatest depth of water can lay afloat, at all times, without any danger from the most severe storms. The beach adjoining the building, being under the control of the club, affords elegant chances for hauling up in the fall, overhauling in the winter and launching in the spring.

Preparations for the present season have not been very actively commenced yet, but during the remaining few days of May there will be lively times, and with the advent of the summer month of June, every one of the little craft will have been launched and ready for service. The review will probably come off in the latter part of June, and during the balance of the summer there will be a couple of regattas, and possibly a week or fortnight's cruise of some portion or the whole of the squadron.

PRINCE ALFRED YACHT CLUB.

THE first cruise for this year of the Prince Alfred Yacht Club, to Lambay and back, was fixed for Saturday, May 15, but the heavy weather which prevailed all the previous week drove such a heavy sea into the bay that carrying out all the programme exactly was impossible. The day itself was pleasant enough, with a bright sun and nice breeze, though its direction, E.N.E., brought up too heavy a sea with it to answer well for pleasure sailing.

The commodore, Mr. F. Scovell, hoisted his broad pennant on board the *Gitana* cutter, 75 tons, at half-past ten, and at eleven made the signal for yachts of the club "to weigh anchor together," which was obeyed by the *Belle*, *Charm*, *Amberwitch*, *Petrel*, *Surprise*, and *Torch*, who all formed into line abreast of the *Gitana*, with their heads to the north-east, and at the signal 854 all started for the Baily, most having one or two reefs in their mainsails and small jibs, with their topmasts housed. The wind was not strong, however, though there was a nasty tumbling sea running, especially at the mouth of the harbour, and *Belle* set her foresail, while *Charm* shook out her reef soon after starting.

When near Howth the Commodore hove to, and signalled the others to close round him, and when he had got them together started them afresh on an easy reach for Killiney Bay, in which the *Amber Witch*

took the lead and the Surprise seemed rather to master the Torch, both being under double reefs.

As soon as Dalkey Sound was open, the Gitana bore away before the wind through it, the scene being extremely pretty, as the sea was breaking heavily on the rocks, and sending the spray high into the air, while the bright sun, shining on the white sails and red burgees and ensigns of the yachts, made a beautiful picture.

When off the harbour the commodore again collected his flock, and stood in, the yachts following in a line, the Meta, Torment, and Ab-bess (screw) joining the procession, after which all went to their moorings, the day having, after all its threatenings, proved exceedingly pleasant.

The first match for the season took place on Whit Monday, May 17, and though, owing to the unfavourable appearance of the morning and the heavy easterly gale which had blown all the previous week, some vessels were deterred from starting, and others were unable to get round from Belfast and Queenstown, the day, except for rather a nasty sea on the first round, was by no means unsuited for match sailing, as there was a bright sun and a steady easterly breeze all day. The race, being the opening one of 1869, was for all classes, and £35 was divided amongst the first three vessels of different rigs, as follows:—first prize, £20; second, for yachts of another rig, £10; third, for ditto, £5, with a locket for the helmsman of winner.

Numbered as in Hunt's Universal Yacht List, 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
43	Amberwitch	yawl	58	J. McCurdy, Esq.	Wanhill
381	Echo	yawl	31	W. I. Doherty, Esq.	Wanhill
802	Kilmeny	cutter	30	D. W. Finlay, Esq.	Fife
1597	Siren	cutter	20	D. Corbet, Esq.	Marshall
60	Aquiline	schooner	41	C. H. Meldon, Esq.	Harvey
1764	Torch	cutter	15	G. B. Thompson, Esq.	Fife
1807	Vampire	cutter	21	T. Cuthbert, Esq.	Hatcher
1932	Wave Crest	cutter	25	R. J. Alexander, Esq.	Fulton
1907	Queen	cutter	15	W. R. Johnson, Esq.	Hatcher
159	Belle	schooner	51	J. Kennedy, Esq.	Inman

Stations—In order from the westward.

Course.—From the harbour round South Bar buoy (red conical) Rosbeg Bank buoy (red can), and Kish light ship, to flag-boat off Eas Pier; round again as before, and win between flag-ship and shore. About 32 miles. Time allowances, per club scale. To be steered by members of the club. Only one paid hand allowed for every 10 tons and fraction of 10 tons; all others on board to be members of the

club, or of a Royal, foreign, or recognised yachting club, the sons of such members, or naval officers.

The day being a holiday, the two Royal yacht clubs were thronged with young men eager to lend a hand on board one or other of the high-mettled racers ; but it was soon apparent that many would be disappointed of their berths, as the ugly look of the morning, and the heavy sea which was running over the banks, deterred some owners from risking their vessels, while the Vampire and Queen, though both had started and reached Dunmore, found it impossible to force a passage in time, and put back to Queenstown.

The Amberwitch, Echo, Kilmeny, Siren, and Aquiline, were ready however, to brave the perils of the deep, and, by the kindness of their owners, many of the unshipped seamen found berths and a hearty welcome in their former opponents. At twelve o'clock the commodore, Mr. F. Scovell, hoisted his flag on board the Abbess, screw-steamer, 14 tons, and began to put the vessels into their stations, the day fast improving ; and, though most of the contending craft were under reduced canvas, and with their topmasts lowered, it was evident that it would soon be a case of shaking out the reefs and sending the sticks aloft with at least second topsails upon them. At 12.30 exactly a gun from the Abbess gave the welcome sound to hoist head sails and start, when Amberwitch, from the lee station, rushed to the front, and made the pace so hot as early to give promise of her being there or thereabouts at the finish. The wind was now E.S.E., and the sun shining brightly. Course to the South Bar buoy, N.N.E., two miles, an easy reach, and all kept close together, the Aquiline schooner going fast under her whole lower canvas, and was getting her main topsail ready, when Echo luffed across her bows, under the pilotage of a leading Q.C., equally well known for his ability at the tiller and his persuasive eloquence when he addresses "My lord and gentlemen of the jury." And we may here observe that the learned professions were well represented at the helms of the contending craft, as two were under the guidance of distinguished lawyers, two others were confided to disciples of Æsculapius, while the fifth owed obedience to a member of a firm of solicitors second to none in the Green Island. Amberwitch drew out her lead merrily, with Echo, Kilmeny, Siren, and Aquiline all in a ruck behind her ; but unluckily, in the eagerness of success, her pilot mistook the North Bar buoy (black) for the South Bar (red), and much overshot his mark, which the others perceiving, craftily held their course as if after her, but suddenly, putting their helms up, bore down on the proper mark, hoping to cut her off before she could retrieve her error. "Not for Joseph," however, was her

motto ; for, ramming her tiller hard up, it was "gybe ho !" in an instant with the gallant little bark, and, swinging her boom over, she lay down across the bows of her opponents, like a hare doubling before a brace of greyhounds, and rounded the mark as under :

	h	m	s		h	m	s		h	m	s		
Amberwitch.....	12	43	15	|	Aquiline.....	12	44	30	|	Siren	12	45	0
Echo	12	44	23	|	Kilmeny.....	12	44	55	|				

All now hauled their wind for a dead beat to the Rosbeg Bank buoy, and Siren, tacking short round the buoy, stood across the bay on the port tack, while the others all pointed for Howth on the port. It was evident now that the wind was getting lighter, and the sea going down ; so it was out reefs with all, the "Cock of the North," sadly puzzled for want of her old mainsail and long boom, making but poor sailing under her new guise, not seeming to have enough cloth over her to drive her through the roll. Amberwitch still led, and shifted her jib, Aquiline setting her foregaff topsail, while Echo soon afterwards shifted her jib for a larger one. At Kish they rounded as follows :

	h	m	s		h	m	s		h	m	s		
Amberwitch	2	42	0	|	Kilmeny.....	2	42	3	|	Echo	2	49	0

Aquiline and Siren were some minutes astern. It was now a run to harbour, and all got up balloon foresails and second topsails, Siren indulging in a balloon jib, and coming along merrily. At the hauling buoy in harbour Amberwitch led fifteen minutes, Kilmeny and Echo being close alongside each other ; Aquiline sixteen minutes astern. At South Bar Amberwitch had decreased her lead to a bare fourteen minutes, Echo creeping up, but hampered by Kilmeny, who kept close alongside, and funk'd her timoneer into keeping her rather too close, and pinching her so that she did not sail. When off Howth, Kilmeny tried a dodge to put her about and cover her, but the lawyer was too wary for the doctor, and, keeping his reach on the starboard tack, forced the Scotchman about again, and thereby lost him considerable way ; and when they again tacked Echo weathered her by a cable's length, and, holding her tack away to the southward, while the Kilmeny went north, she headed her a long way when they next met, owing to the wind southing. At Kish Amber Witch was round at 6h. 12m. 30s. ; Echo, 6h. 22m. 45s. ; Kilmeny, 6h. 26m. ; Siren, 6h. 44m. ; Aquiline, 6h. 52m., and it was all now over but shouting. The Amberwitch and Echo set spinnakers for the run back to harbour, but Kilmeny contented herself with booming out her balloon foresail, Aquiline set her square sail, and Siren her favourite balloon jib. The wind fell extremely light, and some light rain fell ; and, as the ebb tide was sweeping out, the progress home was rather tedious, but the position remained unchanged, and Amber Witch went in a gallant winner

7h. 33m. 45s., Echo following at 7h. 45m. 10s. ; Kilmeny, 7h. 45m. 55s. ; and Siren, winner of the cutter prize, at 8h. 11m. 50s. Aquiline was not timed. Thus ended the day's amusement, which was by no means unenjoyable, though a little more warmth in the air would have much increased the pleasure both to the actors and spectators.

On Whit Tuesday two more matches were arranged, one for yachts of fourth class (not exceeding 15 tons), for which seven were entered, but as the bad weather had prevented any arriving except Torch and Meta, their owners, in the handsomest manner, declined proceeding in the absence of the others ; and it was accordingly postponed until June 2nd (the day appointed to be kept as a holiday in honour of her Majesty's birthday), two days before the match for the third class (not exceeding 25 tons), when it is hoped the weather may be milder, and allow of the smaller craft, such as Vampire, Queen, Ione, Glide, and Mora getting round. That for fifth class vessels (not exceeding 7 tons) was, however, proceeded with, and at twelve o'clock the following took up their stations under directions of the secretary, who, in the absence of the flag officers, acted as captain of the day :

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1765	Torment.....	cutter	5	J. Todhunter, Esq.	Fife
1206	Nikomi	cutter	6	J. S. Stevenson, Esq.	Stow
1824	Peri	cutter	6	L. Williams, Esq.	Owner
538	Flirt	cutter	7	J. F. Meldon, Esq.	Harvey

These are all well known on the coast, and have often contended before with various success, except the Peri, which has only lately been constructed by her owner, an amateur, but experienced constructor of small craft, who put her together entirely with his own hands, and who had previously designed and built the Torment, which has been long the champion of the featherweights in this port. On the gun fire, the three former canted to port, and went off on the starboard tack, but Flirt, profiting by her station, headed the other way, and, running along the smooth water of the East Pier, got a lead she never after lost, being four minutes ahead at the South Bar buoy. Peri, though with a very bad suit of old sails, heading Nikomi, who was equally hampered by a brand new and unstretched suit only just arrived ; while Torment, could not act in the lumpy water, was last. The mist now hid them for some time, but at the South Burford we timed them :

	h	m	s		h	m	s
Flirt.....	2	2	0	Nikomi	2	8	30
Peri.....	2	7	30	Torment	2	14	10

Flirt had now the race in hand, and set no topsail, as one of her main shrouds was delicate, but the others hoisted theirs, and came in at a tremendous pace before a fresh and keen north-easter, Flirt arriving a gallant winner at 2h. 34m. 31s., having gone the eleven miles in 2h. 21m., including a heat to the first buoy.

	h	m	s		h	m	s		h	m	s
Peri.....	2	43	12	Nikomi	2	44	44	Torment.....	2	51	21

The prizes, as well as that of the Corinthian match on the 24th, will be presented to the winners at the next general meeting on the 7th of June, and the lockets go to Messrs. George Putland and William Power.

THE second Corinthian match of this club was sailed on the 24th May, the birth-day of her Majesty the Queen, and proved one of the best sailed and most exciting contests which ever took place on the waters of Dublin Bay, ending, curiously enough, in the same two vessels as last year running first and second, although in very different weather. The weather did not promise well, as the wind was from E.S.E., a point which has been unusually prevalent this spring, and brings up too heavy a sea into the Bay to be pleasant or safe for yacht sailing, especially in a case, where the competitors were of rather small tonnage, and restricted altogether to amateur handling; but, fortunately, this day turned out one of the exceptions which prove every rule, and there was nothing whatever to complain of in point of water, while a nice steady gaff-topsail breeze, which drew during the day rather more to the eastward, and a nice bright sun, which shone out at mid-day, made it a specially favourable opportunity for trying the merits of the contending craft, which are all well known in the aquatic racing calendar, the Vampire having already scored some 60 winning races, and the Kilmeny and Torch having been considered for the last four years as about the best cutters of their tonnage in the Irish Channel, while the Amber Witch and Alexandra have also won many prizes, and the former in the previous race of the club on Whit-Monday completely squandered her fleet. The prize was an exceedingly handsome candelabrum, with six lights, for the centre of the table, valued at £30, with lockets in the shape of a steering-wheel, for the helmsmen of the first and second vessels, and a University tankard for each of the hands on board the winner, while the conditions were that all the competitors should be steered by members of the club, and all persons on board

members of it, or of a Royal, recognised, or foreign yachting club, the sons of such members, or naval officers. There were plenty of able and willing young men to man three or four more vessels had they entered, and many were disappointed of berths; while such is the spirit and taste for yachting developed of late years amongst the gentlemen amateurs in or about Kingstown, that the club coffers were considerably increased by the number of members who joined its ranks expressly to qualify for the Corinthian match. The morning was drizzling and rather threatening, with a falling glass, but by eleven o'clock it was quite fine, and the following vessels and crews took up their stations, being anchored in a most capital line across the harbour, under the able direction of the Commodore, Mr. F. Scovell, who, in the pretty little steam launch *Abbess*, laid down cork buoys, with flags on them, showing each vessel exactly where to drop her anchor, and as the bridges are, by club rule, not to exceed 20 fathoms, there was no fouling, nor did any vessel get an undue advantage over her opponents.

At No. 1 was the steel-built *Alexandra*, rather unprepared for racing, as she has but lately come into her present owner's hands, and was only just launched off the slip at the North Wall, after many and varied improvements being done to her, but he was determined not to lose a chance of promoting sport, and, at least, helping the club to a good entry—though he well knew her chance was small, so unprepared, and with no one on board who had ever sailed in her before. Her crew consisted of her owner, Henry J. Dudgeon, Esq., and of Messrs. H. Dudgeon, John F. Bewley, Esq., Wm. H. Bewley, J. F. Meldon, D. O'Connell, sen., and Captain Bald, 44th Regiment.

Next her was *Kilmeny*, sailing as a yawl of 22 tons, with her owner D. W. Finlay, Esq., at her tiller, and manned by Messrs. W. J. Corrigan, D. O'Connell, jun., Jas. Rose, John Harris, Samuel Nugent, John Nugent, and Wm. Finlay.

In the centre was the little *Torch*, also under the guidance of her owner, G. B. Thompson, Esq., and with his veteran companion in arms, John Turnly, as mate forward, assisted by Messrs. Rowland Scovell, Wm. Armstrong, Wm. Power, Robert Pim, and the Rev. J. Leslie.

Fourth was the *Vampire*, with her ancient flag, a bat displayed sable on a field argent, bordered gules, owning as her director Mr. Pascoe French, who had steered her to victory in the previous year, with for crew her owner, Thos. Cuthbert, Esq., the Earl of Lanesborough, Jas. A. Lyle, A. H. Orpen, M. U. Atkin, David Howe, and John Cuthbert, 89th Regiment.

To windward of the lot lay the *Amberwitch*—a yawl of 51 tons, but
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admitted at 38 tons—looking quite gigantic by the side of her pigmy adversary. She was steered by G. Putland, Esq., who had done so in her victorious sail on the 17th inst., and had her owner J. M'Curdy, Esq., A. Middleton, John Hanly, Joseph Hanly, G. Smyth. H. Field, G. Symes, — Franklin, Captain Smyth, Joseph Byrne, T. P. Hayes, James M. G. Goddard, Henry Kyle, George Nugent, and Richard Orpen to handle her haulyards and sheets.

At 11h. 30m. the first gun gave the signal for the paid crews to clear out, and they clustered in boats round their respective vessels, giving forth many and rather discontented comments on the proceedings of their amateur substitutes. At the second gun up went head sails, and away went the fleet to a beautiful and even start, none having the least advantage until they neared the pier heads, whence it was an easy reach of two miles to the South-bar buoy, all under jib headed gaff topsails, and balloon foresails, except Amber Witch, who set a fine square headed topsail, and availing herself of her well known reaching qualities, rushed to the front and made the pace so hot that the smaller ones began at once to tail off, Kilmeny going on second, Vampire third, with Torch reaching fast up under her lee, a crowd of yachts following them out, almost under the red colours of the P.A.Y.C., and standing across towards the Rosbeg buoy, to meet the racers, and forming in the bright sun, with their bright sides and white sails, a beautiful picture. Amongst them we recognised the Hadassah, Belle, Aquiline, and Elfin (schooners), the Echo and Minna (yawls), and the Charm, Surprise, Siren, Peri, Meta, Flirt, Nikomi, Queen, and Petrel (cutters), while the fine R.Y.S. schooner Sultana, which had arrived that morning from England, was also in the harbour, and the Revenue steamer Seamew, whose crew took a warm interest in the proceedings. Amber Witch rounded the South Bar at 12h. 2m. 3s. ; Kilmeny, at 12h. 3m. 15s. ; Vampire and Torch together at 12h. 4m. ; Alexandra already considerably astern.

It was now a close haul, with a strong spring ebb going to the south-west for the Rosebeg, and the Vampire began at once to show her powers of going to windward, as she worked right up across the sterns of the two yawls, who reached in towards Howth, and seemed to fall much to leeward, the Kilmeny by no means displaying those weather qualities under her short boom and mizen that she used to be so distinguished for as a cutter. They went through the water, however faster than the small one and came out across the Vampire's bows or the first reach, standing on towards the southward, Vampire going well in under Howth. The next time they met they were still closer, but Kilmeny again weathered Vampire, Amber Witch falling fast to leeward, Torch also not going as she was wont, and she carried her to

mast aloft, but with no topsail on it, there being rather too much jump for so small a craft to go to windward with lofty canvas. Vampire and Kilmeny continued a close fight to windward, the latter tacking on the former's weather, and taking her wind, which Mr. French perceiving, he shook his vessel right up two or three times, so as to let Kilmeny go ahead, while he shot up to windward, and with the aid of a strong weather-going tide, was hove bodily up towards the Kish light-ship, which Kilmeny rounded at 1h. 35m., followed by Vampire about one minute afterwards. It was now a dead run to the harbour, $6\frac{1}{2}$ miles, and the booms were eased off to the utmost limit of the main-sheets, Kilmeny dousing her jib-headed topsail, with the view of replacing it by her second square. Vampire more wisely, however, let all things sweat, and promptly ran out her immense spinnaker on the port side, under which she perfectly flew by the Kilmeny, then without a topsail, and luffed across her bow a full cable-length's a-head. She then began to shift her jib-headed topsail for a square-headed one, the wind falling rather light, but in doing so got the heel of the yard foul of her topmast backstays, and, though two excellent hands were on the cross-trees, they failed to clear it, and it had to be lowered and re-set, and while doing so, Kilmeny, who had also set her spinnaker, came up abreast of her, and the Vampire had to gybe her boom to starboard and lower her spinnaker in order to keep enough away for the flag-boat off the pier end; she set her balloon foresail instead, and a most beautiful race and piece of steersmanship took place between Messrs. French and Finlay as to who should take the first, which was accomplished by the former, who went so close round her that six inches did not intervene between her side and the Vampire's counter. As they bore away again for the South Bar, at about three o'clock, a rather sharp squall set in, and the smaller boat was rather overpowered with her square-headed topsail and balloon foresail, but tore away with her lee rail under water at a tremendous force, throwing clouds of water over the luckless wight who had to sit at the stern-head to untoggle the balloon foresail, as it was replaced by the working one at the South Bar. Kilmeny hove about round the buoy, and reached back towards the harbour, and, finding her square topsail too much on a wind, took it in and replaced with the jib-headed one, the wind having shifted a little more to the southward, and making it a dead beat to the Rosbeg buoy, E. $\frac{1}{2}$ S. $2\frac{3}{4}$ miles. Vampire, however, finding that there was little lop and a good tide, and expecting to weather Rosbeg and the North Burford buoy, the turning point of the second round, on one reach, kept on her square header, and was rewarded by the wind again, lightening as they went out.

When near the shore in Candlestick Bay she tacked to starboard, and came out on the port tack, meeting the Kilmeny coming in on the starboard, and it was now a most difficult question to decide which would cross the other. The Kilmeny came on grandly and firmly, never luffing or bearing away from her course one inch, but was steered as one gentlemen should act by another, without jockeying or luffing up to create a foul or collision ; while Mr. French, well knowing he would be thus met, measured the distance to an inch, and just carried his gallant little bark clear of his opponent's bowsprit by a few feet, although the stern came too near to the long counter of the reptile to be quite safe or pleasant, as the crash, if they had touched, would have sent her right round.

Mr. French was too gallant to attempt to hamper an adversary who had behaved so handsomely to him, and stood on, without attempting to catch his wind, and next tack went well ahead, standing in until he could on the port tack weather both buoys flying, which, with the aid of a strong tide now going to the N.N.E., he did at about 3h. 50m, a minute before the Kilmeny, and some 15 minutes before Amber Witch, whose day it was not, there being no reaching except to the South Bar buoy, and her yawl rig not being adapted for a dead beat and a dead run.

The race was now all over, though all set spinnakers and ran away before the wind for the harbour, as Vampire, once under her flying kites, and before the wind, is not easily caught by anything afloat, and, hauling close round the East Pier end, she reached across the harbour and round the flag ship Spray, kindly lent by her owner, the Solicitor-General for Ireland, at 4h. 52m. 30s, followed by Kilmeny at 4h. 53m. 45s. ; Amber Witch, 5h. 5m. 25s., and Torch 5h. 11m. 30s ; the little craft thus, as last year, coming in first, without the allowance of time (1m. 25s.) she was entitled to from the Kilmeny, and 11m. 23s. from the Amber Witch, who lost the barren honour of third place to the Torch on time by 8m. 48s.

Thus ended the Corinthian Race of 1869, and nothing could have gone off more successfully, as not a rope, sail, or spar was lost or carried away in any of the vessels, while it afforded instruction and amusement to some fifty gentlemen, many of whom would not probab have had any opportunity except what this club affords of getting acquainted with yacht owners or showing their own capabilities, while the interest taken in the race on board the other yachts and at the two Royal Clubs was extreme ; and the Victor was heartily cheered, the remembrance of her victory last year adding to the enthusiasm, while

Messrs. French and Finlay again were at the tillers of first and second.

We are extremely glad to hear that the Kilmeny is again to resume her old rig, and we prophesy that if she does so, the new Dinorah and Muriel will not have much to boast over her in the match for second class on the 19th June.

The next will be on the day appointed for the celebration of the Queen's 50th birthday, 2nd of June, and for yachts not exceeding 50 tons; and as in it the celebrated Queen, 15 tons, built by Dan Hatcher, and quite the head of the Thames and Solent, will, under the guidance of Mr. Pascoe French, meet the Torch and Glide, both with their owners at the tiller, and probably the new Ione, with Alexandra, Mora, and Meta, the race will be most interesting; while on the 5th of June the third class, not exceeding 25 tons, will have their innings, and the Kilmeny, if then still a yawl, will try again her powers against the Vampire, Kittiwake, Lizzie, Queen, Torch, &c., and if in a really strong breeze and heavy sea, with every prospect of success.

A third and extra private match is arranged between Siren, Surprise, and Kittiwake, for the 7th of June, so that yachtsmen at Kingstown will have no cause, this year at least, to complain of dulness or want of sport.

PRINCE OF WALES YACHT CLUB.

On Thursday, May the 6th, this club resumed its original position of pioneer in Aquatics on the Thames, and we regret the weather was not more favourable for the female portion of the company assembled to enjoy the trip. The entries for the match were only three, viz. :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig	Tons.	Owners.	Builders.
152	Blanche	yawl	25	H. G. Lord, Esq.	Wanhill Hatcher
463	Eva	cutter	21	Messrs. Lowe and Bird.	
374	Dudu	cutter	15	H. Hammond, Esq.	

The prizes were two handsome silver cups, one given by the club, of the value of 25*l.* for first vessel, and the other by H. Dodd, Esq., of the value of ten guineas.

The excellent commodore, Cecil Long, Esq., was "to the fore," and as usual gave universal satisfaction. It was much to be regretted that only two yachts started—the Blanche and Eva. The Santry was announced in our contemporaries as having entered. We are in a posi-

tion to state that no one was authorised to represent her, as her owner did not intend to race. We believe the Oberon and Eudora, from some mistake as to the time of entry, were unfortunately absentees.

The two competitors were moored off the pier at Erith—preparatory to their departure for the Nore.

The start was effected at 11h. 55m., Blanche, of the two, was rather quickest in getting underway, and was the first to cant, but the Eva from the weather station was quickly on good terms with her. Both sent up square-headed topsails, and made a short board for the north shore, the wind being as nearly as possible due east, and very light and puffy. In the next tack the Eva drew out a trifle, and on entering Erith Rands took a commanding lead, the Blanche having reached too far to south, where she was out of the strength of the tide. Entering Long Reach the cutter lead by upwards of half a mile, and, served by a nice slant of wind, which shifted most opportunely towards S.W., increased her lead considerably off Gravesend. The wind now freshened into a nice whole-sail breeze from S.W. b. S., which enabled them to lay their course for the Nore, Eva holding her own gallantly until half-way down Gravesend Reach, where she had the misfortune to carry away her topmast. She at once took in her foresail and set a large squaresail, but the loss of her upper canvas speedily told a tale, and off the Chapman Light Blanche was within two cables length of her. Passing the Blyth Buoy, Eva sent up her spinnaker boom in lieu of a topmast, and a few minutes later set a jib-headed topsail. Entering Sea Reach the wind was nearly dead aft, and Blanche exchanged her foresail for a squaresail, but the alteration did not seem to assist her, as Eva continued gradually to improve her position up to the Nore Light, which was rounded as under :—

	h	m	s		h	m	s	
Eva	3	34	8	|	Blanche	3	34	40

Immediately after rounding both struck their squaresails, and stood away on the starboard tack, the Eva holding her lead until the Upper Nore Buoy, where Blanche came up hand over hand, and shot past her to windward, completely taking the wind out of the cutter's sails. Both reached right away up to the Chapman, whence it was a dead beat. the way up, the wind having by this time shifted a point or two further westward. At this stage of the race superior weatherly qualities the cutter told in working to windward, and she gradually closed with her opponent, and ultimately took the first place off Thames Have the yawl seemingly making a good deal of leeway at every tack. From '1

point there could be no doubt of the ultimate result, as the *Eva* continued to leave her opponent at every board, and palpably had the race in hand. apart from her time allowance of four minutes which she had to receive from the yawl for difference of tonnage. They ultimately rounded the mark buoy at Erith as follows :—

	h	m	s		h	m	s	
Eva	7	35	25	|	Blanche	7	37	15

On the conclusion of the race, the Commodore presented the cup to Mr. Low on board the club steamboat (the *Petrel*, Captain Huntingford), which was fairly freighted, considering the unpropitious aspect of the weather in the early morning. Both the *Eva* and *Blanche*, we may mention, were built by Wanhill of Poole. The match was accompanied by several fine yachts, including the *Countess* (Mr. Hare), *Santry* (Mr. W. Rigway), *Oberon* (Mr. Moore), and *Eudora* (Mr. T. E. Twycross). The last-named ran ashore during the return trip, but the club steamboat came to her assistance, and got her off without her having received any material damage.

ROYAL LONDON YACHT CLUB MATCH.

SINCE the removal of the club to its new quarters, everything seems to go well with it, and will tread closely on the Royal Thames. The support received enables the treasurer to give a more healthy tone to his financial reports, and, besides accumulating funded capital, the amount of prizes for racing will increase.

The first contest this season was on the 21st of May, when prizes of the value of 150*l.* were given for vessels of all rigs. The course was announced to be from Erith round the Nore and back to the starting point. The time allowance, 30 to 50 tons, 30secs. per ton ; above 50 tons, 20secs. per ton. The following vessels entered :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
785	<i>Julia</i>	cutter	109	G. F. Moss, Esq.	Ratsey
184	<i>Cambria</i>	schooner	186	J. Ashbury, Esq.	Ratsey
523	<i>Fiona</i>	cutter	78	E. Boucher, Esq.	Fife
330	<i>Sphinx</i>	cutter	48	J. S. Earle, Esq.	Maudslay
367	<i>Volante</i>	cutter	59	H. C. Maudslay, Esq.	Harvey
1065	<i>Muriel</i>	cutter	39	H. Bridson, Esq.	Hatcher

They were all started together, and were handicapped as follows :—

Cambria allows	Julia 25m. 40s.
	Fiona 36m. 0s.
	Volante 42m. 20s.
	Sphinx 46m. 20s.
Julia allows.....	Muriel 50m. 50s.
	Fiona 10m. 20s.
	Volante 16m. 40s.
	Sphinx 20m. 40s.
Fiona allows	Muriel 25m. 10s.
	Volante 6m. 20s.
	Sphinx 10m. 20s.
	Muriel 14m. 50s.
Volante allows	Sphinx 4m. 0s.
	Muriel 8m. 30s.
Sphinx allows	Muriel 4m. 30s.

The Queen of the Thames steamer was chartered for this occasion, and, considering the weather was so fickle, a decent muster of members and friends assembled on board. She left Blackwall about 10am., and on her arrival at Erith found all the above vessels moored except the Julia, which could not be got ready in time.

The wind was about E.N.E. when the start took place at 11h. 10m., with the exception of Fiona all showed considerable alacrity.

The latter was unaccountably slow in coming round on the wind, and the Cambria managed to luff up on her weather quarter. They both set balloon jibs and balloon topsails; the others set working jibs, but the Sphinx very sensibly set a balloon foresail and a large working topsail; the Muriel sent up an immense balloon, and the Volante a working one. The Muriel was the first to cant and feel the wind, and had, close under her lee quarter, the Sphinx and Volante. The Fiona hung astern under the lee of the Cambria, but there being very little wind she soon drew clear of Mr. Ashbury's schooner, and followed a cable's length astern of the Volante. As they entered Long Reach they were able to sail a point free, and the Muriel, getting the best of a freshening breeze, drew out her lead to quite a cable's length of the Sphinx and the Volante. The last-named was sailed a little too close, and, being also headed by the wind at the point, lost way altogether. The Sphinx, not two boats' lengths off, had the wind the same as the Muriel, and drew out to windward from under the lee of the Volante into the second place.

They laid through Long Reach and St. Clement's, but were unable to fetch into Northfleet Hope, and made a short board on the Essex shore. The Sphinx was the first to go about, and having picked up the Muriel

while standing through St. Clement's, crossed her bows to windward as she stood across the river. The Muriel was the next about, but she could not weather the Volante, and passed under the latter's stern. The Fiona was about a quarter of a mile astern, shifting her balloon jib for a working one prior to tacking, and the Cambria, a cable's length off, was doing the same. They made a board across the river as the others did, and tacked into Northfleet Hope at 11h. 55m. They again had the breeze a trifle free through the Hope, and the Sphinx took advantage of that by smartly setting a balloon jib, which she had already stopped, along her bowsprit. This served her very considerably, and she was, as they hauled into Gravesend Reach, quite two cables length ahead of the Volante.

The Muriel, contrary to most of Hatcher's vessels, did not seem to like a head wind at all, and now, as they had a "nose-ender" through the Reach, and had to make several boards, dropped astern very fast. The Fiona, on the other hand, now improved her position, and, weathering the Muriel, rapidly picked up the Volante. The Cambria was out of the match altogether, and turning through Gravesend Reach had plenty to do in working her foretopsail and keeping clear of the numerous vessels at anchor and working down the river. However, she got a "slant" just before entering the Lower Hope, and came up to the Muriel, but the others were now a long way ahead. In the Lower Hope, as the Volante was standing across to the southward, the wind drew a little freer, blowing almost down the river, and those on board observing it, and seeing that if the Volante alone got the benefit of it she would obtain the lead directly she went about, the Sphinx was put about also; but at the same time the Volante was thrown in stays close under the shore, and, walking away with the breeze, passed the Sphinx's bows to windward. However, she was again sailed a little close, and the Sphinx reached out from under her lee, and neither had any apparent advantage of the other until the next board was made, it was seen that the Volante was about a boat's length to windward of the Sphinx. The latter seemed to be sailed on just opposite principles to the Volante—a trifle free—and finding that Mr. Maudslay's cutter was weathering on her fast the balloon foresail was shifted for a working one. Still the old Volante, now she had once obtained the lead, seemed likely to keep it, and when they arrived off the Chapman Light at 2h. 20m. she was half a cable's length to windward, the wind southerning to E.S.E. a trifle, but still they could not lay their course to the Nore. The Fiona in the meantime had been gradually creeping up to the two leaders, so that as they fetched the Chapman she was close under the

lee of the Sphinx. The Muriel and Cambria were quite a mile to leeward up the river, and nothing but a miracle seemed likely to take them to the front. Just below the Chapman the Sphinx again got on the weather of the Volante, and soon afterwards the latter appeared under the lee of the Fiona, but the redoubtable Scotchman could not get on the weather of the Sphinx until they had almost fetched Southend at three o'clock. The tide had now nearly done running down, and as it would have been impossible for them to work against a flood tide, they were signalled to round the steamer, which dropped anchor off Southend Pier. The Fiona worked down with her balloon topsail standing, as she did not dare shift for her "forty-footer," although it would doubtless have been much better for her. They rounded the steamer as under :—

	h	m	s		h	m	s		h	m	s
Fiona.....	3	13	5	Sphinx	3	15	10	Cambria.....	3	34	20
Volante.....	3	15	0	Muriel	3	24	0				

In rounding the Volante took a wide sweep, and, as the Sphinx was so close astern she shot up inside, and when they gybed over was on the weather beat. Directly they were round and before the wind it was ease off sheets and square away, each cutter setting an enormous "spinnaker," and balloon topsail and balloon jib. A mishap happened to the Fiona's spinnaker almost directly it was run up (the boom carrying away), and it fell aboard. However, she soon had the boom fished and the sail set again, and went on up the river before the light breeze. The Volante, not liking the weather quarter of the Sphinx, luffed up on her weather, and as they ran past the Chapman had drawn level with the Fiona, the latter not showing any of her customary fleetness, either on or off the wind. The Volante, besides the sails already mentioned, had now a jib topsail set, but the wind was so paltry the higher they got up the river that they went a very little faster than the tide drifted them. The Volante now made the most progress, and as they ran past Hole Haven at 4h. 55m. was two cables' length ahead of the Sphinx and Fiona, the latter having fallen into third place. The Muriel was a mile astern and the Cambria half a mile of the latter.

Entering the Lower Hope they felt the wind more abeam, and each got in her spinnaker, and the Fiona set a jib topsail, the Sphinx running up a balloon foresail. The breeze now again freshened a trifle, and with a swinging flood under them, they bowled along merrily for the goal. But this lively proceeding was of very short duration, and as they ran into Gravesend Reach the wind again died out almost to a calm. What little there was now came dead aft and spinnakers were once more in request. The Fiona, seeing that it was a hopeless case so far as she was concerned, hauled into Gravesend, and dropped anchor ready for the match of the New Thames Club on the morrow. The others drifted on to Erith, but no interest could be further taken in the match, as they were now entirely

dependent on the flood tide. They drifted on through Northfleet Hope and St Clement's, the Volante having apparently gained her time off the Sphinx; but off Erith Sands the latter caught a few faint puffs, and these sent her up closer to the Volante. The end was that she saved her time, and won the first prize, the time of arrival being as under:—

	h m		h m
Volante.....	7 48	|	Sphinx
			7 50

The Muriel and Cambria drifted in about three-quarters of an hour afterwards, amid a drenching rain.

The Volante took the second prize.

NEW THAMES YACHT CLUB MATCHES.

We were slow to believe that another yacht club would prosper on the Thames, but now find we were in error, for this club is very well supported, and can boast of an exceeding good fleet. The first match this season was held on the 22nd of May, when £100 for first vessel and £30 for second vessel of the first class, and £40 for first vessel and £20 for second vessel of the second class were sailed for.

The following vessels entered:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
1480	Rosebud	cutter	50	T. Chamberlayne, Esq.	Owner
967	Menai	cutter	80	W. F. Stutfield, Esq.	Ratsey
1065	Muriel..	cutter	40	H. Bridson, Esq.	Hatcher
523	Fiona	cutter	79	E. Boutcher, Esq.	Fife
1630	Sphinx	cutter	46	J. S. Earle, Esq.	Maudslay
1867	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
SECOND CLASS.					
463	Eva	cutter	22	W. L. Low, Esq.	Wanhill
1758	Thought.....	cutter	27	G. Wells, Esq.	Hatcher
1257	Oberon	cutter	20	L. G. Moore, Esq.	Th. I. Wks
458	Eudora	cutter	20	T. E. Twycross, Esq.	Wanhill

Time allowances, 30 secs. up to 50 tons, and 50secs. above that tonnage.

The steamer, Queen of the Thames, with about 100 on board, left London-bridge at 10 o'clock, and arrived at Gravesend at noon. The matches were at once started, the little ones having ten minutes to get clear of the larger ones.

A schooner got her anchor foul of the Volante's bowspring, and dragged her down the river some distance, so that a delay of twenty minutes occurred before she was towed back into her original berth. Twelve o'clock

was very late to start a match, and this loss of time made matters worse, especially as there was no wind, or only a few faint airs from W.N.W.

The little ones got away together, but the famous old Thought soon drew to the front, followed by the Oberon, all setting balloon canvas and booming out. The other two evidently wanted more wind to keep near them, and were gradually left astern. Of the larger cutters the Rosebud was the first away, setting a balloon jib and topsail; the Sphinx followed on her lee, setting her spinnaker as a balloon jib; the others sent up balloon canvas the same as the Rosebud. The Volante was very unfortunate in her starting, as her station being inside of the barges under the north shore she was out of the tide, and there being not an air of wind she was quite motionless for some time, and the others drifted quite half a mile ahead of her before she made any progress at all. When she did move it was very slowly, and came down through Gravesend Reach and the Lower Hope with so little way on her that she could not draw out into the tide. It would only be a waste of time to attempt a long description of the match, as there was not a single feature of interest in it, and as for the chances of the vessels concerned resting on their merits they might as well have tossed for the prizes. They had drifted as far as the Mucking Light at two o'clock, and here the rain began to fall, bringing with it a fine light breeze from the westward. The Muriel and Sphinx were the first to feel it, and ran past the Rosebud, and as they breasted Thames Haven they were each about three cables' length apart, the Muriel leading, followed by the Sphinx, Rosebud, Fiona, Menai, and Volante. The last-named had brought down a little more wind with her, and had thus come up with the others. Off the Chapman the wind had again died out, it being still mere drifting.

At four o'clock the ebb tide had only an hour to run out, and as there was not the least chance of a breeze the little ones were signalled to round the steamer when she brought up a mile above the Nore. This was done and the two leaders rounded at—

	h. m. |	h. m.
Thought.....	4 21	Oberon 4 23

Directly they were round a very faint air came out from S.E., and they were promised a run back to Gravesend: but this was a very serious matter for the other vessels, who had still a mile or two to sail down, and as the tide was slacking it seemed unlikely they would ever reach the steamer. She waited until the tide began to flow and then signalled the little ones to return without rounding.

The other cutters had got down no further than Southend, and as they were now meeting the flood tide and head wind they were signalled to round the steamer directly she got up to the leader and dropped anchor. The Rosebud had again got into first place, but before the steamer was reached she was supplanted in that position by the Sphinx, and shortly afterwards the Volante, getting the best of a few catspaws, also cut her out. They rounded the steamer as under:—

	h. m. s.		h. m. s.		h. m. s.
Sphinx	6 14 0	Rosebud.....	6 20 30	Muriel	6 23 15
Volante	6 16 0	Fiona	6 21 30	Menai	6 33 0

In running up it was very little better than drifting until they reached the Mucking, where a breeze came out from the south-west, and they, carrying it abeam, for the first time during the day heeled over and looked as if they were being propelled by the wind. But the wind lasted not, and by the time they were in the Lower Hope it had again died out to almost a calm. They drifted on to Gravesend, where one of the slowest matches ever sailed on the Thames ended at :—

SECOND CLASS.

	h. m. s.		h. m. s.
Thought	8 29 15	Oberon.....	8 40 10

FIRST CLASS.

	h. m. s.		h. m. s.		h. m. s.
Sphinx	8 54 10	Muriel	9 0 0	Fiona.....	9 4 0
Volante	8 55 0	Rosebud	9 2 0	Menai	9 8 0

The Sphinx thus won the first prize without time from any, and the Muriel won the second having arrived within the time allowed her by the Volante.

The owner of the Oberon protested against the Thought receiving the first prize on the ground that a waterman was on board her at the start and assisted in getting her under way, afterwards getting into his boat and leaving her. This the owner of the Thought denied, and the Sailing Committee being unable to decide without independent testimony, the matter was deferred in order that the two owners concerned might produce evidence of their statements.

On returning to London Bridge the screw steamer Stockton came into collision with the Queen of the Thames off Deptford. She carried away the latter's starboard quarter bulwarks and disabled her rudder, besides doing other damage. The rudder being rendered useless, the passengers were landed at Deptford at 11h. 45m., and had to return to town in the best way they could. Two ladies were knocked into the water by the force of the collision, and recovered by some watermen, but we did not hear that any one was missing. The collision occurred in this manner—the Stockton was slowly steaming down the river on the north side, and when opposite Deptford dockyard ported her helm and came across the river. The Queen of the Thames was in the centre, and as it looked as if the Stockton was turning to come round broadside to the tide, the Queen of the Thames was stopped, but only for a moment, as it was directly seen that the Stockton was only crossing the river obliquely ; this being so, if the Queen of the Thames had remained stationary she would have taken the Stockton on her port bow ; as it was, she was sent ahead across her bows and almost cleared, but not quite. The probability is that if the Queen of the Thames' engines had not been stopped she would have gone clear altogether. What the Stockton left the north shore for we cannot say, or whether she expected that the Queen of the Thames would have ported her helm and gone astern of her.

ROYAL THAMES YACHT CLUB MATCH.

THIS leviathan club opened the racing season on the 24th May, under more favorable weather than its predecessors on the Thames. The Prince of Wales steamer was engaged by the Club, and a considerable number of members and friends (including several ladies) were present. The Commodore (Lord Alfred Paget) and the Vice Commodore (Lord de Ros) were on board. The prizes were £105 for the first vessel, and £30 for second vessel. Time allowance 30 seconds per ton up to 100 tons, but none after that tonnage.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
967	Menai	cutter	76	W. F. Stutfield, Esq.	Ratsey
1480	Rosebud	cutter	51	T. Chamberlayne, Esq.	Owner
1867	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
257	Condor	cutter	129	Major W. Ewing	Steel & Co.
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
523	Fiona	cutter	77	E. Boutcher, Esq.	Fife
1630	Sphinx	cutter	46	J. S. Earle, Esq.	Maudslay

The course was from Erith round the Nore Light and return to Gravesend.

They were started at 11h. 35m., all standing over towards the north shore, the Fiona leading, followed by the Muriel and Sphinx. These were succeeded by the Volante, Condor, Menai, and Rosebud in the order named. The Sphinx, in canting, shoved her bowsprit into the Condor's starboard quarter and crushed a plank, but no serious damage was done. They all went about close under the north shore, and stood on for Erith Sands: the Fiona was much broken off by the wind, and looked as if she was not likely to distinguish herself more than she did last week. The Muriel and Sphinx (holding a better wind) both weathered on her, and as they went about again to stand across came out the leading boats. The Fiona, when she fetched the north shore the second time, again met a baffling wind, and as they entered Long Reach was weathered consecutively by the Volante, Condor, and Rosebud. The last-named was going remarkably well in the light breeze, and as she was standing across Long Reach to the northward on the starboard tack could have weathered the Volante, who was on the port tack; but on the weather bow of Mr. Maudslay's cutter was the Condor, and the Rosebud could not have weathered her as well; consequently, she had to bear away and go under both the Condor's and Volante's stern. In the next board, as the Rosebud was standing out on the port tack, she again met the Volante, who was now standing in to the northward on the starboard tack, and the Rosebud being unable to weather her was obliged to go about, and only stayed just in time to escape collision. They now had an ebb tide under them, and, although the wind had fallen very light

indeed, they continued to work down with much greater celerity than might have been expected. The Sphinx was going remarkably well, and when they had worked half way through Long Reach weathered the Muriel, which was broken off by the wind, and stood on the leading vessel. The Condor was also doing well, considering the wind was very light and so many short boards had to be made.

The Fiona's performance was the least satisfactory, but as yet the motive force was entirely insufficient to test the speed of either vessel. The Menai, although a fine and fast boat, requires a good breeze to go her best, and we were not surprised to see her beaten in the light winds that have prevailed of late on the Thames. However, as they worked through Northfleet Hope, the breeze freshened a trifle from the south-east, and she got on the weather of the Rosebud, who, like some of the others, had been a victim of the treacherous wind, and was now last. In the meantime the Fiona, with the aid of the increasing wind, was displaying some of her old fleetness, and rapidly overhauling the Volante, passed her in St. Clement's, and soon after headed the Muriel, having on her weather quarter the huge Condor. The Volante, it is true, had been headed by the wind under the north shore, but that misfortune was one that as yet had been pretty equally dispensed. The Sphinx was the most fortunate, and was now a quarter of a mile ahead; but as they entered Gravesend Reach the breeze increased to a nice whole strength, and the Fiona walked up to the Sphinx and soon became the first in the match, having a lead of half-a-mile in the Lower Hope. She was now displaying all her old fleetness, and it seemed certain that the prize would be hers. They worked through the Hope with an increasing wind, but the Fiona held on with her balloon topsail, although it stood anything but well, and a smaller one would have now been better. However, it is always safe to let well enough alone, and a racing skipper is ever loth to shorten sail so long as his vessel will stand up under it. Off the Mucking, at 2h. 55m. she was still leaving the others, her immediate follower being the Sphinx; close under the latter's lee quarter was the Volante, having in her wake the Condor. This vessel evidently wanted more wind still, and although she weathered the Volante and Sphinx just below the Mucking, it did not seem likely that she would overhaul the Fiona. The Volante was careening to the breeze a little more than the Sphinx, but she carried her canvas as well as could be wished, and weathered the Sphinx before they entered Sea Reach. The Muriel was about a quarter-of-a-mile astern of Mr. Earle's cutter, and the latter was quite half-a-mile ahead of the Menai. The Rosebud was the last of all, and it does not seem likely that Mr. Chamberlayne's design will ever get a reputation in such company as she was sailing with to-day. The good fortune which had attended the Sphinx in the early part of the match now seemed to be deserting her, and she evidently was stopped a little by the lumpy water met with in Sea Reach. At any rate, midway between the Chapman Light and Southend she was overtaken by the little Muriel; but the latter only just managed to keep on the weather. As they breasted Southend the breeze lulled a little, veering

to south-south-east, and as it was near four o'clock they were signalled to round the steamer when she brought up, although the tide did not finish ebbing until six o'clock. The steamer dropped anchor about two miles above the Nore Light, and the yachts rounded her as under:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona	4	8	0	Volante	4	15	0	Sphinx	4	20	0
Condor	4	12	0	Muriel	4	19	0	Menai	4	30	0

The Rosebud had given up. Directly they were round, the Fiona and Condor gybed over their mainsails, eased off sheets and set spinnakers. The Volante, Muriel and Sphinx also set spinnakers and shifted their working topsails for balloons, but they did not gybe, seeing that the Fiona was running by the lee, and was obliged to gybe back to the starboard tack. The Condor, however, continued to run on the port tack, and got close over under the south shore, while all the others were under the north, or Southend shore. The Menai did not set a spinnaker, but a squaresail, and over it a square-topsail. It was rather slow work at first running back, as the wind was light, and they had to stem a strong ebb tide. The Sphinx, as soon as she got her spinnaker properly set, attempted the Muriel's weather quarter; but the latter instantly luffed up, and the Sphinx, not bearing away, was bored over towards the north shore. These tactics were pursued two or three times, but at last the Muriel gave way, and the Sphinx shortly afterwards passed by on her weather.

At 5h. 30m. a little more wind drew out from the west-south-west, and this change necessitated all getting in spinnakers and hauling flatter their sheets, all keeping their balloon jibs standing. The Condor was the first to feel it, as she was under the south shore, while the Volante, far over under the north scarcely felt it at all for some minutes. The Muriel, Volante, Condor, and Fiona set jib-topsails as soon as they got in their spinnakers, and were evidently bent on making the most of the breeze from whatever quarter it might come. They all saw that the Condor, under the Kent shore, was getting the best of the new breeze, and hauled across to share its benefits, but not before the Condor had obtained a long lead of the Fiona, and was consequently now the first vessel. The Volante retained her position behind the Fiona, but the Sphinx's seemed likely now to be usurped by the Muriel, so she set her spinnaker as a balloon jib, and then held her own, being apparently within her time allowance of all the other vessels. They stood on without change of canvas through the Lower Hope to Gravesend, the wind dying out a little as they neared the goal. They arrived off Rosherville, and terminated the match as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Condor	7	21	45	Volante	7	30	29	Muriel	7	37	10
Fiona	7	24	29	Sphinx	7	33	18	Menai	7	39	00

Neither the Condor, Fiona, nor Volante saved the time they had to allow, but the Sphinx did by 22 seconds off the Muriel, and thus won the first prize, and the Muriel took the second. The Sphinx was built in 1866 by Mr. H. C. Maudslay, from a design of D. Hatcher of Southampton. &

was not very successful the first year she appeared, and Mr. Maudslay parted with her, preferring to keep the *Volante*. Since she has been in Mr. Earle's hands she has won numerous prizes, and must be considered as a dangerous antagonist in any weather. This season she has started in three matches, and won each time—the Royal London, New Thames, and the Royal Thames.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Yacht Squadron Yacht Club.—At a general meeting of the members of the Royal Yacht Squadron, held at Willis's Rooms, 26, King-street, St. James's, London, on Saturday, May 8th, the following were present :—Commodore, the Earl of Wilton in the chair, Lindesay Shedden, esq., Sir Henry Edwardes, Bart.; Inglis Jones, esq., Lord Colville, Colonel Baring, General Douglas, C.B.; G. H. Ackers, esq., Lord Southampton, Lord Exmouth, Sir Anthony Sterling, K.C.B., Captain J. A. Legard, R.N., K.T.S., Major-Gen. Simmons Smith, Earl Mountcharles, Colonel S. J. L. Nicoll, Sir T. Moss Edwards, Bart., Colonel Edward Loyd, F. Sloane Stanley, esq., Sir John Trelawny, Bart, M.P., C. Brett, esq., Sir R. Gore Booth, Bart, M.P., Sir M. Shaw Stewart, Bart., Hugh C. Trevanion, esq., P.L. Powys-Lybbe, esq., William Houldsworth, esq., Colonel Markham, Colonel Armytage, F. P. D. Radcliffe, esq., Duke of Marlborough, Lord Bury, Marquis of Donegal, T. Thornhill, esq., C. A. Rycroft, esq., A. Ashworth, esq., Captain Phillimore, Lord Henry Lennox, M.P., R. B. Sheridan, esq., Colonel Sir F. Arthur, Henry Villebois, esq., Sir R. Graham, Bart., Thomas Gregg, esq., Earl Ducie, Col. Verschoyle, Clement Milward, esq., Count Batthyany, E. P. Wade-Brown, esq., Sir Lawrence Palk, Bart, M.P., Sir Percy Shelley Bart., R. Bazendale, Esq., Captain Allen Young, C. Alexander, esq., Sir John Bayley, Bart.; Thomas Hughan, esq., Captain Tatnall, John Blackett, esq., Charles R. Colville, esq., Marquis of Bath, and George Meek, esq.

Members elected—Francis C. Thynne, esq., *Ione* schooner, 75 tons; Earl of Harrington, *Diadem* schooner, 126 tons; Marquis of Downshire, screw steamer, 226 tons; Lord Ashburton, *Helen* schooner, 283 tons; Hon. F. Stanley, *Faleon*, twin screw, 42 tons; Hon. R. Sackville West, *Sylph* schooner, 107 tons; Captain G. Lynch Staunton, *Sibyl* schooner, 120 tons; Robert Gausson, esq., *Gossamer* schooner, 40 tons.

Honorary Member,—Frederick Bernal, esq., H.M. Consul at Havre, proposed by Colonel Leslie, M.P., seconded by Sir Richard King, Bart.

The following business was transacted :—

1. Col. Baring, on behalf of the committee, laid before the meeting and explained the income and expenditure account and balance-sheet of the club up to April 30th, 1869.

2. It was proposed by the Duke of Marlborough, and carried unanimously, that the accounts be received and passed, and that Col. Baring's statement should be printed and issued with the circular of the meeting.

3. It was proposed by Lord Exmouth, seconded by Lord Colville, and carried unanimously, that the First Lords of the Admiralty shall be honorary members of the Royal Yacht Squadron, and enjoy all the privileges of the same after their retirement from office ; and that the secretary be directed to inform them of this resolution, and to communicate the same to all future First Lords on their retirement from office.

4. It was proposed and carried that for the future all prizes given by the R.Y.S. shall be sailed for round the Old Queen's Cup Course, viz., round the Nab Lightship, back through Cowes Roads, and round a boat moored somewhere off Yarmouth ; once round.

5. It was proposed by Commodore the Earl of Wilton, and carried, that the resolution proposing "that all future matches for R.Y.S. prizes schooners and cutters be kept distinct," be referred to the sailing committee.

6. It was proposed and carried unanimously that the code of signals now in use by the R.Y.S. be discontinued, and in lieu of it the Commercial Code be adopted.

7. It was proposed by the Duke of Marlborough, and carried unanimously, that the sum of £20. be expended annually in providing for the use of the squadron the latest editions of the Admiralty charts of the coasts of Great Britain, Ireland, France, North Sea, Spain, Portugal, and the Mediterranean.

8. The Commodore laid before the meeting a letter from the Vice-Commodore of the Royal Albert Yacht Club, asking for the co-operation of the R.Y.S. in getting up a grand international regatta during the season ; the proposition not being very favourably received, the secretary was requested to inform the Vice-Commodore of the R.A.Y.C. accordingly.

9. The new rules for yacht racing, proposed by the Yacht Congress, were referred to the sailing committee for them to report on at the July Meeting.

10. It was proposed that Mr. G. H. Ackers, Earl Vane, Mr. L. Shedden, and Captain Legard, R.N., be re-elected as the sailing committee.

11. The Commodore gave notice that the vacant numbers in the R.Y.S. list would be filled up this year, by which all members' private numbers would be altered.

WILTON, Chairman.

It was proposed by Lord Exmouth, and seconded by Lord H. Lennox, M.P., that the thanks of the meeting be given to the Commodore for his obliging conduct in the chair.

Notice.—In consequence of the vacant numbers in the R.Y.S. list being filled up this year, a new book list will be sent to each member, who requested to see that his new number is inserted in the R.Y.S. foreign certificates, in the place of the old one, in order to make them agree with the new lists.

Norfolk and Suffolk Yacht Club.—The annual dinner of the Norfolk and Suffolk Yacht Club took place on the 12th ult., at the Royal Hotel, Norwich, the Commodore (Mr. P. E. Hansell) in the chair. Among the com-

pany present were the Vice-commodore (Capt. Bennet), the Rear-Commodore (Mr. F. Green), Col. Leathes, Col. Thellusson, &c.—Col. Leathes proposed "The Health of the Commodore," who, in returning thanks, stated that the club was in a prosperous condition, as it comprised nearly 100 members and 50 yachts, the aggregate tonnage of which amounted to 500 tons.

On Thursday morning the opening cruise of the club took place, from Thorpe to Cantley. The weather was charming, and there was a light breeze from N.N.E. Among the yachts which took part in the cruise were the *Glance*, the Commodore; *Scud*, Mr. J. B. Morgan; *Waveney Queen*, Col. Leathes; *Wallace*, Mr. E. Rirkbeck; *Spray*, Mr. F. Foster; *Widgeon*, Mr. Jay; *Rover*, Mr. Nightingale; *Haleyon*, Mr. Preston; *Secret*, Capt. Douglas; *Cygnets*, Mr. H. Bullard; *Augusta*, Mr. B. Russell; *Belvidere*, Mr. Teesdale; *Water Lily*, Mr. F. Green; *Louise*, Mr. E. Lombe; *Marguerite*, Mr. H. K. Thompson, &c. The *Marguerite*, it may be mentioned, is a new yacht, Mr. Lombe having become the owner of the old *Marguerite*.

Royal Mersey Yacht Club.—The monthly meeting of this club was held at Liverpool, on the 5th ult., the Vice-Commodore, in the chair, supported by a good number of members. Twelve new members were balloted for and elected, including Mr. W. Borlase Willock, yacht *Metis*, 20 tons, of Dartmouth. It was resolved that the members dine together at the Woodside Hotel, on Wednesday, June 2nd, on the same evening as the meeting. The opening trip will take place on Saturday, June 5th, the yachts to assemble off New Brighton at 8h. 30m. a.m. July 5th and 6th are fixed for the sailing matches, when several valuable prizes will be offered for competition. The *Glance* has been purchased by Mr. James Rushton, an old member of this club, lately returned from India. The *Siesta* schooner, 125 tons, has been purchased by Lieut-Col. M'Corquodale, late of the *Rowena*. The *Muriel*, 40 tons, new racing cutter, Mr. Harry Bridson, and several other yachts have been added to the club list this year.

Royal Cork Yacht Club.—The opening dinner of this club took place on the 13th ult., Admiral Smith-Barry in the chair, faced by Mr. George Armstrong, the hon. sec. Upwards of 40 gentlemen were present. A ballot was taken during the day, when the following new members were elected:—The Right Hon. the Earl of Shannon, Mr. O' Bryen Hoare, Mr. W. M. Johnson, Mr. J. B. Adams, J.P.; Mr. H. Pollock, Mr. G. T. Adams, Mr. A. M. Ostrich, J.P.; Mr. C. M. Harvey, Mr. F. Gould, Mr. P. St. John Murphy, Mr. T. Wagget, Mr. R. Mills, Mr. C. S. Barry, Mr. F. D. M'Carthy, Mr. H. R. Burke, Capt. J. Donegan, Mr. C. Brett, Mr. J. H. S. Barry, Capt. Sharpe, R.N.; Dr. Wright, Military Staff; Capt. Zerrott, 63rd Regt; Lieut. Dolan 63rd Regt.; Captain Kinahan, 63rd Regt.; Lieut. Noyes, R.N.; Lieut. G. J. Jackson, R.N.; and Capt. Servante, R.N. Mr. Joshua Candle has presented the club with a handsome Challenge Cup, to be sailed for during the present season, subject to such arrangements as the regatta committee may decide. It will be confined, we understand, to yachts of the club belonging to the harbour.

FINE ARTS.

THE FIONA.—We have received an excellent print of this vessel winning the Queen's Cup in the Royal Thames Yacht Club, 1868. The position in which she appears in the van of a large fleet is very striking, and forms a good specimen of the talent of Mr. Josiah Taylor, of 147, Packington Street, Islington, N. We have much pleasure in recommending the print to all who are desirous of possessing a record of our racing clippers.

REGATTAS AND MATCHES.

- | | |
|--------|---|
| June | 5.—Royal Thames Yacht Club—Schooner Match
5.—Royal Mersey Yacht Club—Opening Trip
5.—Ranelagh Yacht Club—First Match
5.—Prince Alfred Yacht Club—Third class Match
7.—New Thames Yacht Club—Schooner and Yawl Match
10.—Norfolk and Suffolk Yacht Club—Regatta at Cantley
10.—Cheshire Yacht Club—First match
12.—Prince Alfred Yacht Club—Cruise to Wicklow
19.—Royal London Yacht Club—Schooners and Yawls Match
19.—New Thames Yacht Club—Third class cutter Match
19.—Royal Eastern Yacht Club Regatta
19.—Prince Alfred Yacht Club—Second Class Match
21.—Royal Thames Yacht Club—Channel Match. Nore to Dover
22.—Prince of Wales Yacht Club—Second Match
23.—Royal Thames Channel Match—Dover to Cherbourg
29, 30.—Royal Cork Yacht Club—at Queenstown |
| July | 1.—Southampton Regatta Club Match
2.—Great Yarmouth Water Frolic
3.—New Thames Yacht Club—Ocean Match
3.—Cheshire Yacht Club—Second Match
5.—Royal London Yacht Club—2nd & 3rd Class Match
5, 6.—Royal Mersey Yacht Club Regatta
5.—Royal Harwich Yacht Club Regatta
6.—Ranelagh Yacht Club—Second Match
8.—Norfolk and Suffolk Yacht Club—Wroxham
10.—Clyde Yacht Club.
13, 14.—Royal Northern Yacht Club Regatta
15.—International Regatta at Havre
15.—Royal Southern Yacht Club Regatta
17.—Prince of Wales Yacht Club—Gravesend to Ramsgate
17.—Ulster Yacht Club
19.—Prince Alfred Yacht Club—Channel Match
21, 22.—Dublin Bay Regatta
24.—Prince Alfred Yacht Club—First class Match
21, 22.—Royal Irish Yacht Club Regatta
27, 28.—Royal Western Yacht Club, England
30.—Royal Welsh Yacht Club Regatta |
| August | 1.—Havre Regatta
2.—Temple Yacht Club—Second Match
7.—Norfolk and Suffolk Yacht Club—at Oulton
7.—Cheshire Yacht Club—Third Match
21.—Clyde Yacht Club—Corinthian Match
21.—Cheshire Yacht Club—Fourth Match
24, 25.—Dartmouth Regatta |

HUNTS' YACHTING MAGAZINE.

JULY 1st, 1869.

NOTES ON NORWAY AND ITS COAST.*

ONE or two miles north of Kya are three shoals, namely, Sveskallen, 11 fathoms; Lille Houen, 10 fathoms; and Ostvigklakken, 8 fathoms. These break only in very heavy weather, and the marks are, for Ostvigklakken, the south side of Lurhatten (a cone-shaped mountain inside the Gjösundfjord) over Smotangen, and Sitterhauen (a hillock on the mountain north of Sitterhugget) over Villa—you are clear north of the shoal when Villa comes in one with Sitterhugget, and inside it when Lurhatten is north of Smotangen. The mark for Lille Houen (which seldom breaks) is, Sitterhugget about one fathom north of the north point of Quænøe. The marks for the third shoal, Sveskallen, are, Kya on the outmost point of the mainland you can see to the south, and Sitterhugget over the north end of Quænøe, which last from here appears midway between Villa and Halmøe. Thus you are clear south of the shoal when Sitterhugget appears south of the north end of Quænøe; and outside it when Kya appears inside the outmost land seen to the south (*Landsenden*); when Kya appears outside this you are near inside the shoal.

If you are standing in for the land at Kya which you have sighted, or if coming in north of it and being clear of the shoals just described, wish to reach an anchorage, hold in north of Bremflissa and Jupfalla as

* Continued from page 249.

already shewn; endeavour to make the Buholmene and then steer in four or five cable lengths south of Synflissa the southmost of the group. Or you may steer north of Villa, from which or from Björöe Været you will certainly get a pilot if the weather permit.

Should you be obliged to stand in from outside this, steer between Leira and Lille Tarran, shoals which are only dangerous in heavy weather, the first having nine and the other six fathoms. Continue towards Björöe until you open the sound between it and Ellingen (Ellingraasa), which enter, keeping near the south point of Ellingen and taking care to give a berth to the rocks off it as well as those north-west of Havsholmen—to do this, keep Jensöeholmen (a small round holm between Jensöe and Björöe with a stone beacon on top) in one with the westmost steep declivity of Findangerfjeld on Otteröe. You may then stand close under Ellingen and anchor first between Stor Holmen and Lille Ellingen 12 fathoms clay and sand, second between Jensöe and Stor Holmen six fathoms even clay and sand, or third between Jensöe and Solöe five fathoms clay and sand; the last for smaller craft is the best, but as there is a rock under water in the middle of the entrance, keep as close under Jensöe as possible when sailing in.

Should the wind be so northerly or north-westerly that you cannot get into Ellingraasa, make for Halmöe Raasa. Stand midway between Svartoxen (the northmost small black holm at Villa) and Lyngværet, then between Borflissa * and Skaarflissa but nearer the latter, since a reef extends from Borflissa south almost half-way across to Skaarflissa; when you pass Skaarflissa steer north of Flaafflissa, then towards the east point of Halmöe, and thence towards Dragöe, under the inner side of which keep close on account of two rocks in the sound between it and Glasöe, and anchor close under the houses on Dragöe in six fathoms or in the middle of the sound in ten to eight clay and sand; or if obliged, under Quænöe in six to seven, but not with safety during north-west winds; or about one cable length west of the church on Halmöe in 12 to 14 clay and sand.

If off the coast abreast and outside of the Vigdens you will soon see them, for though not more than 500 to 600 feet high they are always visible four or five miles, and show considerably nearer than the mainland. Keeping south until south of the southmost shoals belonging to the group, you will gradually make the landmarks already described. On the south-west side of the group are two channels which will be described, but as they are narrow and require a certain knowledge of different small and low islands, you ought not to attempt them without

* On some charts this is called by mistake Rarflissa.

pilot or as a last resource in extremity. Circumstances permitting, it is most correct to go south of all the shoals or else north until Sklinden appears.

The westmost of the Vigten shoals is Hillerøe, four fathoms least water, and breaks in moderate weather. The marks are :—Apeltua on the southmost point of Sorøe, and Fiskflissa on the north point of Nordøe ; you are clear north of the shoals when Freflissa is in the north point of Nordøe. Somewhat south-east of this shoal lies Bugtafald six fathoms, of which you are clear south when Sulafjeld (a mountain on the outer Vigten) comes inside Nordøe. From Hillerøe and Bugtafald to Nordøe is a mass of rocks both over and under water, and some constantly breaking.

When clear north of Hillerøe you wish to find anchorage under Vigten, steer up under Freflissa (which as well as Ertenbraken and Fiskflissa is a large rock always visible above water) then north of it, and stand towards the north end of Nordøe until you get Guldskisten and Skarbaren on your starboard and Meløe on your port hand ; then steer well clear north of Nordøe, whence if it be possible to come out you will get a pilot to bring you into Kjösøevaagen or the sound north of Karstenøe, in both which places are five to six fathoms sand. Or you may come in south of Bugtafald by standing (when you know you are clear of it, two or three cable lengths south of Bursflissa and Nordøbura, then between Surenøefald (which always breaks) and Meefjordskjær, steering up under the Korsholmene. You are pretty sure of getting a fisherman to act as pilot either from Nordøe or Sorøe. But as already observed it is far more advisable to go south of all the shoals.

The most south-westerly of the Vigten shoals is Klakken, the marks for which are : Nylandsskjær (the southmost rock in sight and always above water) in one with Apeltua, and Sulafjeld (on the outer Vigten) over the west part of Sorøe ; you are clear south of the shoal when Nylandsskjær comes north of Apeltua ; and when Sulafjeld is about on the middle of Sorøe, you are inside it. From here lay your course either between Bjørøe and Villa as already described, or north of Bjørøe Været, between which and Sydhunden (a rock always above water) there is a perfectly clear channel ; stand on in until you see Røekøe-Raasa (the channel west of the Røekøerne) open, steer mid-channel in and when the houses on Bjørøe come in sight steer southerly, then go ast of them and anchor in the sound under Bjørøe about three cable lengths south of the warehouse in five to six fathoms clay and sand. From here there is a channel to sea south of Bjørøe, but needing a pilot. When past Klakken and coming in towards Folden you may anchor in Sør-Gjøeslingerne or in Nørøe-sund.

The most north-westerly of the Vigten shoals is Aarsgrund 10 fathoms, breaks in heavy seas; of this you are clear north, when Vørumsnubben (a roundish mountain about 1400 feet high south of Heilhornet) is over the south-east point of Maaholmen. Here is a channel, but very narrow and difficult. Keeping the mark just mentioned you go clear of all the shoals and can get a fisherman from Frelsøe; continue on until under Maaholmen which pass at one cable length's distance south of; when this is passed and you are so far in that you are clear of the shoals lying south of Maaholmen which breaks sometimes, you can stand south and anchor between North and South Fjærholmen and Vaholmen in eight to twelve fathoms clay and sand; you may go west of North Fjærholmen. This anchorage is but indifferent on account of the heavy seas which set in, but on an emergency you can save yourself in it. Smaller craft may steer from Maaholmen for the south point of Kvaløe as also anchor between this island and the holms south of it in six to eight fathoms clay and sand. For this anchorage you may run north of Tenholmen and enter it from the east side; you cannot however do so with the wind from sea. Continue on your course south of Kvaløe, and coming in towards the fjord keep clear south of Verlan by bringing Vørumsnubben south of the north point of Gicøringen, (a tolerably high island which you will see when inside Kvaløe). Anchor either in Røsvær or at Frøvig on Lekøe.

The Sound south of Kvaløe is deep enough for larger vessels, which under all circumstances must anchor under the land, the harbour being very small. Between Løvøe and Gicøringen, and between Gicøringen and Røsvær are channels, but only to be tried with a pilot.

Between the outer and middle Vigten is Lang Sund, three sea miles in length and navigable all through. In it on Outer Vigten is the trading station of Austafjord with good anchorage in eight to ten fathoms clay and sand; this is particularly useful as a resting place for vessels coming to Vigten in winter or late in autumn and obliged to lie up, for the harbour is safe, and the crews can be supplied with the necessities of life.

Should you be bound from sea into the Namsen Fjord, steer between Bjørøe Været and Sydhunden easterly towards Otterøe, and when the fjord opens stand in; throughout its entire length and breadth there not a single rock to fear for except those over water. The first good anchorage is in the Sound between the Leangs holms 10 to 12 fathoms clay and sand. Before you come so far in there is one at Sandmø and farther in at Statland; and in the bights on the north and east coast of Haadøe are anchorages for smaller craft, but none of them so good as that among the Leangs holms; likewise in Hjertgraa

under Saltnes, under the houses at Morkan, in the bight east of Gaarden Sund, and between Gaasungen and the westmost of the Gasberne. In Høvigen between Høien and Høvigen Gaard is a good anchorage, eight fathoms clay and sand. In the Lyngenfjord also between Bangsund holms and Strømsneslandet, good anchorage throughout with 14 fathoms same bottom, and farther south at Altvig and Føvig. Near the mouth of the Namsen river you may anchor between Kvalholm and the land, in Præstvig, in Storvig and the bight east of it, and in Andvåg.

Should you wish to enter Rødsund fjord between Gjøen and Otterøe, stand in as already mentioned towards Otterøe, and keep along its west coast giving Stokgrund a berth, (this shoal almost always breaks), and as soon as the fjord opens you may stand in—there is nothing to pick you up.

There is anchorage at Saltbuvig on Otterøe. In the bight at Gaarden Strømmen on the island of Elven you can likewise bring-to, but when entering keep under the north shore, as the point at the south side is shoal.

Should you wish to go north of Gjøen and into Gylte fjord, you may either stand into Brakstad Sund when it opens, or under Flottra and Stenene, steering thence eastwards until Gylte fjord opens, into which you may steer. You cannot go very close to the point at Fosnes or Gyltnes, on account of a shoal which comes out about two cable lengths. In Brakstad Sund is good anchorage in the bight at Brakstad, in four to six fathoms clay and sand.

When you are inside Gylte fjord you can anchor with a small vessel in the little bights between Tingstad and Botne.

From Gylte fjord you may get into the Namsen fjord either by going through the north sound, or by standing southwards towards Leierstad fjord and passing through Sørvigssund. Besides these sounds Lokgarden is also perfectly clear and navigable, but in all of these a strong stream runs, usually setting northwards. In the north sound is a good anchorage at Brissellien in eight to ten fathoms clay and sand.

Likewise is a good haven (for smaller vessels however) in the bight at Sørvig in Sørvigssund with five to eight fathoms clay and sand; there are mooring-rings north of the houses. In Lokgarden there are two places for bringing-to, Halsosen and Katmakren.

Should you determine on the Folden fjord you must as already observed stand in between Sydhunden and Bjørøe Været, then along the west side of Otterøe, and up under Stenene, whence you may steer into the fjord which is quite deep and clear with the exception of Meefald-

starren which lies in the middle and the mark for which is—Apeltua on the southmost point of Falderaa.

Besides the anchorages in Brakstad sund there is one at Apelvær, but the entrances are very narrow and difficult, so that you ought to get a pilot out from Apelvær, which you will always be able to do.

The remaining harbours further within the fjord are : Smednæs—keep close to the point, having passed which steer towards the houses which then will be visible and anchor in the bight in four to five fathoms clay and sand : between Purkholm and Hatholm at the mouth of Lang Vaag on the north side of the Folden fjord—stand east of Hatholm, then up under Fladholm and Purkholm, and into the anchorage where you will find four fathoms clay and sand. There is another anchorage not so good farther in off the north-east end of Buøe east of the houses.

And now, gentle and much-enduring reader, having concluded our extracts from the authorised Sailing Directions of the country, and at the same time gratified our feelings of resentment against the compiler of the English work by heaping dust and ashes on his head, and overwhelming him with an amount of scathing sarcasm which will cause him doubtless to writhe for some time to come, fain would we end these papers here ; but as some matters came under our own observation which it may serve you to know, we shall give a short account of the subsequent part of the cruise before doing so.

DYAK.

(To be concluded in our next).

SAILING MATCH AT DARTMOUTH.

A SAILING MATCH came off at Dartmouth, a short time since, the contending cutters being Lieutenant Studdy's Gondola, 20 tons, and Mr. E. T. Kensington's Una, 17 tons. The course was from the entrance to Dartmouth harbour, round Captain. Hodge's yacht, Mystery, moored off Paignton, thence to a buoy off Torquay, and back to the starting point, and the stakes were 5l. a side and a champagne dinner. Favoured with a stiff breeze from the west, the cutters got away at a clipping pace ; they had not, however, proceeded far before the Gondola took a decided lead, and on passing Captain Hodge's yacht she was full three minutes a-head. In the homeward journey both made some clever tacks, the Gondola eventually winning, after all for tonnage, with very little time to spare.

MR. MELLING'S SAFETY YACHT.

IN the construction of sailing vessels, particularly in a yacht, the chief aim of the naval architect should be to obtain the three great principles of buoyancy, stability, and resistance to leeway, with a view to obtain speed and safety; they may be demonstrated in the following manner :—

1. *Buoyancy* is of the utmost importance—to be able to encounter all contingencies of a turbulent sea and boisterous wind, to be enabled to carry us with safety over the ocean, and to be what is termed, in nautical phrase, “a good sea boat.”

2. *Stability* is next in importance, the power of maintaining an upright position under a pressure of wind upon the sails, termed “stiffness.”

3. The third essential property is being able to keep her way to the wind, to offer resistance to making *leeway*, termed “weatherly properties” and sailing to windward.” *

Buoyancy is obtained by flatness of floor, combined with breadth of beam; but the best known and most powerful principle of buoyancy is by water-tight pontoons or air-chambers, which may be termed “hermetically sealed.” These are almost insubmergeable, and will float on the water so long as they hold together, and life may be trusted to them with safety.

Stability is obtained, like buoyancy, by flatness of floor and breadth of beam, or by immersing a deep hull, forming a section of a circle, or of a triangular shape, with a certain amount of ballast placed on the keel or down in the inside bottom of the vessel, but the greatest amount of stability is obtained thus :—Take any vessel or boat and cut her up the middle, longitudinally; plank up the sides, deck them over, and make all tight; separate the two halves, and connect them with cross-beams, make all secure, and we have a form of vessel of the greatest possible stability; moreover, her beam may be increased *ad libitum*, gaining in stability without any increase of displacement. She then becomes like the pontoons in principle, and ballast can be dispensed with.

Lee-way.—The best and true principle to resist making lee-way is

Unfortunately for a combination of all these principles, the one is antagonistic to the other. For instance, you destroy a vessel's buoyancy by too much ballast and a deep narrow hull, rendering them heavy and bad sea boats, however much you may add to their property of beating to windward, head to the sea.

by means of a flat board or surface immersed deep either endways or sideways into the water. This principle is obtained in our vessels by deep keels and powerful dead-woods fore and aft, sliding keels, and centre or lee-boards, and is what they have mainly to depend upon for their weatherly properties.

A combination of these well known and established principles has been the object of Mr. Melling in the design of this vessel, so contrived as to present a yacht-like appearance on the water, as far as the nature of the principle will admit.

As a vessel of this description is so considerable a deviation from the present pleasingly moulded and rounded form of our yachts, we must be prepared to show what qualities and advantages are obtained in compensation for this departure. They can be enumerated as follows :—

First, and paramount, she is a *Safety Yacht* on the best known principles of a life-boat. With respect to a perfect symmetry of form, we must quote the old saying, "handsome is as handsome does," for it is no consolation to be sent down to "Davy Jones's Locker," a sacrifice to mere beauty of form and lines.

Everybody knows the buoyancy of a corked bottle, which has survived the disaster of shipwreck, when all have perished, and is wafted over the ocean and driven on shore, containing a piece of paper recording the disaster, called

"A voice from the deep."

What a reflection—that a fragile piece of glass should survive a powerfully constructed ship ! Yet, such is the principle of this yacht, as she is of equal buoyancy, but of strong and rigid materials.

The danger of stranding on a bank or foundering at sea may be considered as done away with ; happen what may, *she never can sink !* for even if scuttled she will remain as a strongly put together life-raft, and navigable on the surface of the water, and her destruction will only occur by being dashed to pieces on rocks ; but even then life may be saved.

She is able to run over banks and shoals, cross bars, and make harbour, when another vessel cannot approach, for she can *accommodate herself* to draw *only one foot of water !* although of the size of 15 tons.

To be always able to go to sea in your own *life-boat* is certainly a pleasant idea ; and the constant anxiety, delay, and vexation in approaching land, and being at the mercy of the state of the tide and the

depth of water before you can either float or move, is another source of evil well known to all our yachtsmen.

She sails *upright* and not on her side, but will keep her equilibrium ; for she requires only small spars, sails, and rigging to sail her.

She can be beached at pleasure without risk of straining, keep an upright position, and you may sleep on board without the annoyance of everything sliding, as well as yourself, to one side. In case of an extreme accident she will drive ashore over the surf, and you may jump on land without running the risk of being upset in a punt.

She can be anchored and put into places out of the way of harm or being run down or afoul of, and ride to her anchor in a roadstead, light and buoyant, with little strain on her cable.

This principle of vessel combines all that is necessary for pleasure, at *one-third of the expense* of construction. All is of pine wood, light and buoyant in its nature, having *no ballast* whatever, and nothing but her own weight to support, the manner of the stepping of the mast producing no strain on her general body.* This evil is remedied, consequently she possesses about three times the usual strength.

Although not in any way designed to compete with our racing craft, yet the following calculation of her displacement and area of canvas in sails in square feet shows she must have considerable speed. To three feet of midship sections immersed, she has about three hundred square feet of canvas ; and on the principle that the vessel which has the least displacement with the greatest proportion of canvas must sail the quickest, is in her favour.

Without in any way wishing to disparage our fine yachts, for the writer is strongly prepossessed in their favour, and has two himself, if our cutters are obliged to be built on the present very expensive principle for *winning cups*, let it be so, and they must remain mere *racing craft*, for they are anything but pleasure boats, as is now generally admitted.

She is capable of navigating the wide and trackless ocean as well as the shallowest of rivers, with comfortable cabin accommodation on deck,† affording a good "look out" fore and aft ; and whilst in your

* The weight of ballast and leverage of the mast and heavy spars being the great cause of the straining and leakage of our cutters causing them to be dangerous at sea.

† This, no doubt, will be considered, in appearance, the greatest innovation ; but the principle demands it, and such is the stability that she carries it. It may be asked, Is it not more pleasant to be housed on deck than immured in a well-like cabin below—dull, damp, and dismal, and not able to look around you ? Here you can command and see the working of the vessel and all that is going on. "No skulking" below, all is "above board."

berth may "look out for squalls," see the sun rise and set, and view Nature in all her glory ! being also admirably adapted for a *camera-obscura*, and one is fitted up to amuse when at anchor. Galley and stowage berths are in the fore-castle, and by a system of casks stowed away in the pontoons and on deck she will carry stores, provisions, water, &c., for a voyage, which, as they are emptied and bunged up, will add materially to her safety.

Her points of seamanship are peculiar, and some remarkable. In scudding before the gale she will not swerve from one side to the other, but keep a steady course, with little assistance from the helm ; and for the same reason and nature of her contrivance, will not "*broach-to*," that most dangerous of calamities which may happen to a vessel.


From superior buoyancy she is not liable "to pooping ;" but if a sea should board on the quarter it will make its escape through a grating aft, disappear, and leave her as buoyant as ever. The same protection is made forwards in case of a sea taking her there. The deck planks on each side are so constructed as to let the sea escape in case of a beam sea.

Such is the "*WATER SPIRIT*" *Yacht*, which the designer offers to the notice of his brother yachtsmen, (with all her faults, and making an allowance for a certain amount of enthusiasm common to all projectors, as it is not pretended to disguise that so many novel qualities can be obtained but at the expense of some *disadvantages*), after a life experience in the construction and sailing of yachts of many varieties of form and rig, and one in which he would rather, take her altogether, trust his life than in any other vessel, as she will ride buoyantly and triumphantly—life-boat-like—over the surface of the sea.

H. M.

NOTA BENE.—The principle is adapted for yachts, life-boats, fishing-boats, of all sizes and rigs, and for those purposes where cargo is not the object, and most particularly for the navigation of shallow coasts and rivers. It is also applicable to twin screw-propellers.

The punt, constructed on the same principle, is a life-boat.

 The yacht was built by Mr. William Lawton, an ingenious mechanic (who made many valuable suggestions in her mode of construction), at Denna Pier, River Dee, on the estate of Sir Rowland Stanley Errington, Bart.

Liverpool, June, 1869.

ROYAL THAMES YACHT CLUB MATCHES.

The schooner match of this Club was for many years considered the great Derby of Old Father Thames, but from some unknown cause lately rather lacked that *prestige*. This year however appears to have restored the drooping spirits of the true yachtsmen, for six of the cracks met on Saturday, June 5th, in noble array, to contend for good prizes. According to the original programme all were to sail in one race, but two of the entries were so much below the others in tonnage that it was determined to make two distinct classes:—as follows:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
390	Egeria	schooner	152	J. Mulholland, Esq.	Wanhill
645	Gloriana	schooner	133	A. O. Wilkinson, Esq.	Ratsey
184	Cambria.....	schooner	188	J. Ashbury, Esq.	Ratsey
1968	Witchcraft.....	schooner	206	T. Broadwood, Esq.	S. White
SECOND CLASS.					
543	Flying Cloud.....	schooner	75	Count E. Batthyany	Inman
532	Fleur de Lys	schooner	80	W. H. Birch, Esq.	Aldous

Time allowance was 10 seconds per ton for difference of tonnage. The course from off Rosherville to the Mouse light and back.

The day was delightfully fine, with a pleasant breeze about W.S.W., which enabled the vessels to lay straight down the course, and nearly back again.

His Royal Highness the Prince of Wales arrived at Tilbury about 11 a.m. by special train and embarked on board his new steamer, the *Alexandra*, of about 40 tons, a very pretty specimen of Messrs. Harvey's handiwork, Mr. Penn supplied the engines. This little craft accompanied the race throughout, having on board Lord Alfred Paget, Lord Henry Lennox, Major the Hon. de Grey. Messrs. T. Harvey and Penn were also present.

Mr. Forrester Brittan (in the absence of the Noble Commodore) was chief officer for the day.

The start took place about 11h. 45m., all canting to the starboard, the smaller craft, *Flying Cloud* and *Fleur de Lys*, taking the lead, followed by *Egeria* and *Cambria*, which were pretty alert in setting canvas, in fact the whole fleet was soon covered with all the muslin they could pack on. The poor *Fleur de Lys* in following suit overdid the

deed, having set a spinnaker she soon came to grief, for it carried away her jib-boom close in to the iron. This occurred just off East Tilbury, and consequently lost ground considerably, it being some time before the damage was partially remedied.

Nearing Thames Haven, the Cambria and Witchcraft had a little display by themselves, the former luffed in towards the south shore and strove hard again and again to get the weather gauge of her powerful rival, but the old one was too chary to be done in that fashion, and the fear of getting ashore at last caused the Cambria to bear away. The Witchcraft then kept steadily on, every inch of canvas drawing she presented a splendid specimen of a vessel worthy of the pencil of an artist. Off Leigh the Gloriana was leading the fleet about a mile, Egeria second, with Witchcraft third, overhauling her hand over hand, Cambria fourth, Flying Cloud fifth, and the persevering Fleur de Lys bringing up the rear, vainly trying to get a place amongst her compeers. Below Sheerness the Gloriana's fore-topmast, which had been bending, some time, was carried away, causing her to slacken her pace and giving active employment to her crew. Shortly after her main-top-sail yard broke, but notwithstanding these disasters she still kept the lead. For a short time the Witchcraft drew on the Egeria and took second place, but soon after passing the Nore the wind fell light and the little one resumed her old place—leaving her opponent to “do battle” with Cambria. The rounding of the Mouse light was as follows :—

	h. m. s.		h. m. s.		h. m. s.
Gloriana	2 35 5	Witchcraft	2 41 55	Flying Cloud	2 47 3
Egeria	2 36 5	Cambria	2 42 17	Fleur de Lys	2 56 50

His Royal Highness the Prince of Wales witnessed the rounding, and was evidently much pleased by the display of seamanship. The sea was as smooth as a fish pond, with just sufficient wind to make all enjoy the match.

The rounding was a close shave between Gloriana and Egeria—also Witchcraft and Cambria. The first named immediately after set her main-topmast which she had struck after her accident, having the Egeria close on her weather, which in a short time came right out to windward taking the lead from her celebrated opponent. The Cambria luffed closer to the wind on rounding than Witchcraft, and came out cleverly on her weather—the latter unfortunately got her fore-top-sail foul, so the Cambria jumped into third place. Whilst waiting at the Mouse for the Fleur de Lys the leading vessels had made great progress, and consequently a portion of the return remains untold. On overtaking the Cambria had second place, Egeria leading, Witchcraft from wa

of wind had fallen away considerably, being fifth. Abreast the Chapman the Egeria had about three cable's length of the Cambria, which the latter tried hard to reduce. Entering Lower Hope the wind shifted and they had to beat up to Gravesend; Egeria was first to go about and she and the Cambria made board and board up the Reach without any change in their positions. Towards the finish the breeze nearly died out; the flag-buoy off Rosherville was rounded thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Egeria	6	18	0	Gloriana	6	26	0	Flying Cloud ...	6	31	45
Cambria	6	22	30	Witchcraft	6	38	9	Lleur de Lys	6	37	0

The Egeria then became entitled to the first prize in her class, a handsome silver gilt vase value £100, and the Gloriana the second, value £30. the latter having defeated the Cambria on her time allowance with something like five minutes in hand. The second-class prize, a handsome silver cup and pair of goblets value £50, was won by Flying Cloud. Immediately after the conclusion of the race the Commodore in a speech of commendable brevity, presented the prizes to the owners of the successful yachts, and without further loss of time the Eagle steamed away for London. The business expedition that invariably characterises the officials of the R. T. Y. C. on these occasions is worthy of all imitation.

NEW THAMES YACHT CLUB MATCH.

On the 7th June the river was again in motion with a schooner and yawl match. The day was fine, with a pleasant S.W. breeze, which varied a trifle in strength during the race. The course was from off Gravesend to the Mouse and back again. The Vice-Commodore (J. D. Lee, Esq.) hoisted his flag on board the saloon steamer, Albert Edward.

The prizes were 100*l.* for first vessel and 30*l.* for second. Time allowance 15 seconds per ton for difference of tonnage. The following started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
371	Druid	yawl	97	T. Groves, Esq.	Harvey
543	Flying Cloud.....	schooner	89	Count E. Batthyany	Ratsey
1968	Witchcraft.....	schooner	211	T. Broadwood, Esq.	S. J. White
390	Egeria	schooner	152	J. Mulholland, Esq.	Wanhill
648	Gloriana.....	schooner	133	A. O. Wilkinson, Esq.	Ratsey
49	Amy	schooner	80	L. J. Crossley, Esq.	Fife
184	Cambria.....	schooner	186	J. Ashbury, Esq.	Ratsey

The *Fleur de Lys* entered, but did not come to the moorings.

The *Amy*, *Flying Cloud*, and *Druid*, were moored a short distance lower down than the larger vessels. At the signal gun to start at 12h. 10m. they all canted to starboard. The *Druid* was the first round under balloon jib, jib topsails, and spinnaker, followed by *Witchcraft*, with jib topsail, balloon jib, main-topmast staysail, and balloon gaff-topsails set; then came *Flying Cloud*, carrying balloon jib, topsails, and spinnaker; the others also packing on all canvas they could hoist, excepting *Gleriana*, which was more moderate, probably owing to her mishaps on Saturday in the Royal Thames Match. But she passed into the Lower Hope, leading the fleet. Running down Gravesend Reach, the *Witchcraft* endeavoured to get under the *Druid's* weather, but the little one was "wide-a-wake," and bored the leviathan into the south shore. At the bottom of the Reach the breeze increased, and the *Egeria* (third) slightly dropped the *Gloriana* (fourth); the *Druid* having given up the leadership to *Flying Cloud*, which was also passed by *Witchcraft*, *Egeria*, and *Gloriana*. She went into fifth place, having *Cambria* and *Amy* bringing up the rear. Entering the Lower Hope, they all gybed to port, the wind falling, which appeared to suit *Gloriana*, for she glided into first place.

They had to gybe back to starboard as they ran into Sea Reach, all keeping close under the south shore excepting the *Cambria*; the latter, in mid-stream, and catching a few more puffs than the rest, ran down abeam of the *Egeria* as they passed the Middle Blyth buoy, setting during the while a main-topmast-staysail. Here the breeze suddenly came off the south shore, and the *Gloriana*, *Egeria*, and *Flying Cloud*, were the first to take it, hauling their sheets a trifle, and reaching away from the rest in rare style. The *Gloriana* was displaying her extraordinary fleetness off a wind, and flew away from the *Egeria*. As they reached past Thames Haven she was leading the *Egeria* by a quarter of a mile, and the latter was more than that distance ahead of the *Flying Cloud*, this little vessel looking very dangerous for the leaders at present. These three were a good half mile in front of the *Witchcraft* and *Druid*, and the *Cambria*, still out in mid channel, was under the lee quarter of the *Witchcraft*. The *Amy* was left astern, but as yet within her time of most of the larger vessels. As they made down the river towards the Chapman Light the breeze increased to whole-sail strength, and all of them, with such a weight of canvas on them, were straining their gear. It had its threatened effect on the *Cambria*, and carried away the starboard arm of her squaresail-yard, the sails it was spreading blowing out in most "admired disorder." However, 18

others did not grow frightened, and kept all standing. As they got below the Nore Light the wind again dropped to very faint summer airs, and drew a little more from the westward. The *Cambria* got past the *Witchcraft* at last, and the *Flying Cloud* dropped astern of the *Witchcraft* and *Cambria*. The latter improved her position a trifle, and got ahead of her rival; the *Druid* made a mistake by keeping over under the *Essex* shore coming from the *Chapman* to the *Nore*, and got a long way astern of the others, being the last but one to round the *Mouse Light*, which they effected at :—

	h. m. s.		h. m. s.		h. m. s.
<i>Gloriana</i>	2 44 30	<i>Witchcraft</i> ...	2 50 7	<i>Druid</i>	2 55 15
<i>Egeria</i>	2 46 25	<i>Flying Cloud</i> .	2 52 0	<i>Amy</i>	2 59 25
<i>Cambria</i>	2 49 22				

All got in squaresails and balloon jibs before rounding excepting the *Gloriana*, which elected to come on a wind with a balloon jib. The *Egeria* and *Cambria*, it is true, hauled on the wind with jib-topsails set, but before they had finished their first board these sails were taken in, as they did nothing but shake and act as back sails. As soon as they were round, with sheets flattened down, the only real event of interest occurred which in any way illustrated the different merits of the yachts. The breeze again freshened to whole-sail strength, and the two last-named schooners, *Cambria* and *Egeria*, walked up to windward. The wind was still S.W., but as there was a strong lee-tide running they could not lay back to the *Nore*, and several boards had to be made. In the first both the *Cambria* and *Egeria* crossed the *Gloriana*'s bows a long way to windward; indeed, the *Cambria* was going well and had got to windward of the *Egeria*, but as yet it was difficult to forecast the winner. They worked along on the *Maplin* sands under the north shore in order to get the first of the flood whenever it made up. The wind remained as yet steady in force, and as they stood past *Shoeburyness* the *Cambria* was quite a mile and a half to windward of the *Egeria*. It seemed marvellous that she should be there, but there she was, and standing along as upright as a church, with her two enormous balloon gaff-topsails set. The *Gloriana* was falling still further to leeward, and got down her fore-topsail, but she seemed to do no better afterwards, and was being rapidly weathered on by the *Flying Cloud*. The *Witchcraft* was doing the worst of all, and it seems perfectly useless to sail her against such vessels as the *Egeria* and *Cambria*, with the additional disadvantage of having to allow them time. It was not now a mere case of "fluking," as they all had the wind of the same strength and direction, and the last vessel was displaying largely in excess of any

other those weatherly qualities which must always be considered the most desirable attribute of a sailing vessel.

Off the Nore, at 4h. 15m. the *Gloriana* tried the effect of shifting her balloon main-topsail for a working one, but her only chance now was a sudden alteration of wind, which would enable her to run back with sheets off and a squaresail set. The flood was now, at 4h. 30m., beginning to make up under the north shore, and with a weather tide under them they laid through past Southend, the breeze, if anything, freshening with the young flood. There was no abatement in the breeze, which held true from the S.W., until the *Cambria* fetched the Lower Hope at 5h. 35m.; here it lulled a little, but did not alter in direction. The *Cambria* had laid right through from below the Nore, but now had to go about and make a board to the southward to get through the Hope. She was quite a mile and a half ahead of the *Egeria*, and the latter was now drawing on her a little as the breeze dropped. The *Egeria*, coming up Sea Reach, had shifted her balloon main-gaff-topsail for a working one, something apparently going wrong with the sheet of the former. They had to turn the whole way up Gravesend Reach, and arrived at Rosherville and terminated the match in the following order :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Cambria	6	48	47	|	Gloriana	7	13	35	|	Witchcraft	7	21	52
Egeria	6	58	10	|	Druid	7	21	25	|	Amy ..	7	37	50
Flying Cloud .	7	5	47	|					|				

The *Cambria* had to allow the *Egeria* 8min. 30sec., and beat her by 9min. 23sec.; she thus saved her time with 53sec. to spare; but the *Cambria* had to allow the *Flying Cloud* 26min. 30sec., and only beat her by 17min., so Count Batthyany's beautiful little schooner won the first prize, value £100, with 9min. 30sec. in hand. The *Cambria* took the second prize, value £30. None of the other vessels saved their time. Count Batthyany afterwards came on board the club steamer, and received the prize and congratulations of the club officers.

The match decidedly resulted in a better trial than that of Saturday, but with such a time allowance the weather must be considered as all in favour of the little schooner, and she was no doubt favoured by a slant of wind from the entrance to Gravesend Reach. The *Egeria*, on the other hand, found it shorter on her, and was a frightful time in stays when she tacked to weather the winning buoy. However, the result, all things considered, must be taken as satisfactory.

PRINCE ALFRED YACHT CLUB MATCHES.

THE fourth-class match for yachts not exceeding 15 tons took place on the 2nd of June, the day appointed for celebrating Her Majesty's birthday, and as the Queen (lately the property of Captain Whitbread, well known in southern waters as one of King Dan's clippers) has been purchased by a Cork gentleman, who brought her to Kingstown expressly to meet the Torch, hitherto considered "the champion of the feather weights" in the Irish channel, the race was looked forward to with much interest. The Glide was also expected from Belfast, but was unable to come round ; so the entry was filled up by three plucky little vessels, who, not expecting to have much chance with their big sisters, made up a sweep of two sovereigns each, to afford an interest amongst themselves, apart from the regular prize of 15*l.*, with the usual locket in the shape of a gold steering wheel for the helmsman of the winner. The entries were in order of stations from westward.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
980	Meta	cutter	9	Hon. C. Crichton	Morrison
1397	Queen	cutter	15	W. R. Johnson, Esq.	Hatcher
1764	Torch	cutter	15	G. B. Thompson, Esq.	Fife
1206	Nikomi	cutter	6	J. S. Stevenson, Esq.	Stow
538	Flirt... ..	cutter	7	J. F. Meldon, Esq.	Harvey

Alexandra, 15 tons, was also entered, but finding the wind at 11 a.m. very light, and having lately had her spars reduced, she did not start.

The time fixed was half-past eleven o'clock, but at that time there was hardly a breath of air, and the Simoom, troop ship, with the 9th regiment on board, was slowly steaming through the entrance of the harbour ; so the officer of the day, Mr. S. W. Nugent, wisely delayed the gunfire until 12h. 45m., when all went away together before a light S.W. breeze, Torch and Queen under large working topsails and jibs, and balloon foresails, the smaller craft having balloon jibs, and the Flirt with a very fine balloon topsail, with a jackyard on the gaff. Nikomi led at first, Torch being last ; but getting the first of a light westerly puff, and gybing twice, while the others all ran by the lee, she was first round the South Bar buoy. It then fell flat calm, and all drifted together towards the Rosbeg Bank buoy until 2h. 30m., when a light breeze came from the westward down the river ; and it was plain, from the black rolling clouds and heavy rain over Dublin, that there would be wind enough, and to spare, before the day was over. Meta's

halyards had stretched much ; and in slacking her topsail sheets to set up her mainsail she lost ground, and Flirt took the lead of her, Torch and Queen going away in company. They rounded Rosbeg—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Torch	3	18	15	|	Flirt	3	30	0	|	Nikomi	3	44	0
Queen	3	24	5	|	Meta	3	35	0	|				

The little ones now caught a puff, and headed the Queen, but the breeze soon after steadying and coming down in earnest, she got her working canvas on her, and the race really began about four o'clock, a fine strong breeze setting in from S.W. The Queen and Torch were widely separated, and it was difficult to say which had the lead, until the North Burford buoy gave an opportunity of timing them, Torch being two minutes and some seconds ahead of Queen, Flirt quite close to the latter, Meta a minute astern, and Nikomi last. At the South Burford Queen had drawn away from Flirt, Torch still leading, but it was now a dead hammer of nearly four miles back to the harbour flag-boat, and the true trial began, all tacking to starboard and heading northward to cheat the ebb tide, except the Nikomi, who went fishing for flukes to the southward, but was thus thrown completely out of the race, and soon after gave up. It was beautiful to see the Torch and Queen contesting every inch of water, and steered, the one by her owner, Mr. Thompson, who always holds her tiller in her races, and the other by Mr. Pascoe French ; not an inch of vantage ground was lost. The Queen, however, slowly but surely eat up on the weather of her antagonist, and when they tacked for the harbour she was evidently first, Meta having gained about the same advantage over the Flirt. At the flag-boat the Queen rounded 5h. 55m., Torch 5h. 56m., and it was now out with ballooners again for the reach back to South Bar, the Torch setting a balloon jib, and the Queen her large foresail, Meta and Flirt balloon jibs. The wind began to get stronger and stronger, and before reaching the buoy Meta found herself under more canvas than she could conveniently carry ; and as she could not bear away for fear of missing her mark, or luff up—as, having no bowsprit shrouds, the jib would have probably taken charge of the stick—she hove the water aboard and into her cockpit in a very ugly fashion, until relieved by the bursting of the sheet of her balloon jib, which enabled her to right, and she came round the buoy and dead before the wind still well in advance of her more immediate opponent, but far behind the two larger boats. With these it was out spinnakers at once, though with rather too much wind for them, and Torch, who runs faster than Queen, at once came up on her, and the latter, carrying her spinnaker a little

too long, got the boom in the water, and snapped it in half, during which mishap Torch again took the lead. Near the South Burford Meta took in her topsail, but, the halyards jamming in the sheave, she could not get it down; a squall forced her to gybe, all standing, and, her preventer backstay being fast to her counter, the taffrail and six or eight feet of the rail on each side flew overboard, luckily saving the topmast. She was forced now to heave to, to clear the wreck and get her topsail in, but accomplished it, though after a great loss of time, which, however, Flirt could not take advantage of, being also in difficulties with her topsail, for which there was now far too much wind, and, stiff as she was, it laid her right down before it was got in. The wind was now N.W., and rather cold. Queen and Torch now stood to southward, and fetched the land off Sandy Cove; while Torch also found her topsail too much for her, Queen again weathering her. Off Scotchman's Bay the Queen carried away her topsail yard, but let the sail remain aloft, as it was well laced, and her victory secure. The beat took some time, and the officer of the day had a long wait of it, but at last they got home at—

	h. m. s.				h. m. s.		
Queen.....	8	3	49	Meta.....	8	43	14
Torch.....	8	7	29	Flirt.....	8	55	0

All the boats were steered by members of the club; the two larger being allowed two paid hands only, and the three smaller, one; the rest being gentlemen amateurs, who did their work well, having now got well accustomed in this bay to match sailing.

On the following Saturday, June 5, the third-class match, for yachts not exceeding 25 tons, came off, when it was hoped the Queen and Torch would fight their battle over again; but the former was content with the laurels she had gained, and started early in the morning for Kinsale, leaving the little Torch to contend alone with the larger and more powerful opponents, all of whom are well known. The Kilmeny, still sailing as a yawl, and therefore, although really 30, rated only at 22 tons, (and for the first time under the guidance of her new owner, Mr. Pascoe French), was the favourite, and the Vampire next, the latter having beaten her well on the 24th of May for the Corinthian Cup, but being then steered and handled by Mr. French himself—no small advantage, as he enjoys the reputation of being the best helmsman and captain in these waters, whether amateur or professional, he was now at the tiller of his own ship, Mr. Cuthbert, owner, steering the Vampire; Mr. Thompson, as usual, the Torch; and Captain Ire

monger the Kittiwake, lately arrived from Bangor, having been considerably altered and improved since last year, when she was beaten in a match by the Torch. The race was now regarded as a pair of matches between Kilmeny, 22, and Vampire 20, and Torch 15, and Kittiwake 20 tons respectively.

The day was a great contrast to the preceding, as there was a fine warm south-west breeze, quite enough to make it a consideration whether topsails could be carried to windward, and to make Vampire and Torch start only under jib-headed ones until they saw what it was going to turn out.

All reached away on the port tack for the South Bar buoy under balloon foresails, going very fast through the water; but Kilmeny, being a wonderful boat to reach, soon led the fleet, the rest hampering and delaying each other by luffing on the weather, while Kittiwake poured her quarter sea into the Vampire in an extraordinary manner. Torch got clear of the others, and they rounded—

	h. m. s.				h. m. s.		
Kilmeny	12	12	0	Kittiwake	12	13	0
Torch	12	12	30	Vampire	12	13	20

The wind had now lightened, and it was out spinnakers in Kilmeny and Vampire, while Torch, doubting for her topmast's stability, merely boomed out her balloon foresail, and Kittiwake set no extra sail, Vampire running by her as if she was at anchor, under her huge mountain of flying calico.

At Rosbeg Kilmeny had drawn out her lead to one and a half minutes from Torch, who was barely half a minute ahead of Vampire, Kittiwake one and a half astern of the latter; and it was now a case of re-setting topsails for beating in, doing which Vampire carried away her topsail sheet, which of course unrove, and though one of her hands in the pluckiest way went out on the gaff, there was so much roll it was impossible for him to reach it, and there was nothing for it but to strike the topmast; during which operation, and while all hands were busy, it was discovered that the Kilmeny had mistaken the South for the North Burford buoy, and had been blindly followed by Vampire and Kittiwake, while the crafty Torch had been gradually creeping along towards the proper mark, and was now well ahead; sheets were checked at once, and all bore away after her, but she got there first, and rounded at—

	h. m. s.				h. m. s.		
Torch	12	47	0	Vampire	12	50	15
Kilmeny	12	50	0	Kittiwake	12	50	30

There was now a good deal of sea on, a strong breeze, and a dead beat to the South Buoy of one mile and a half, and power began to tell, especially as Vampire could set no topsail, and in the jump Kilmeny both weathered and forereached her, though she did the same to the others. They rounded at—

	h. m. s.		h. m. s.
Kilmeny	1 18 0	Torch	1 20 0
Vampire	1 19 30	Kittiwake	1 22 45

And it was now a reach to the harbour, Kilmeny going away past Vampire, who at last, in desperation, sent up the same hand (Ben Trodd) on her gaff, and, though at considerable risk, he succeeded in reeving the sheet, when the topmast was sent up again, and her No. 2 topsail set; but meantime Kilmeny was far ahead, and they reached the harbour at—

	h. m. s.		h. m. s.
Kilmeny	2 5 0	Torch	2 17 0
Vampire	2 25 50	Kittiwake.....	2 19 45

The wind being now rather light for the latter, which is extremely stiff, and requires a real strong wind to make her feel her sails. The reach out to the Bar was much as before, and Vampire at once got her spinnaker out again, despite the strength of the squall, which came down off Howth; but just as she was about to take it in again to round Rosbeg, the strain of the topsail and spinnaker proved too much for the preventer backstay, which snapped, and instantly her topmast broke short off, and, bringing down the spinnaker, its boom caught the water, and went like a carrot, letting the sail into the water. This was an awful mess, and fatal to her chance, but her hands cleared the wreck quickly, and she was going on when Master Ben, having failed to break his neck on the gaff end, thought he would try drowning, and slipped off the lee crosstree clean overboard. Luckily he swam well, and a life-buoy (always, by the strict rule of the club, kept on deck and at hand) was thrown to him, into which he soon got, and his cheery "All right, sir!" came back, though at a considerable distance. Her main boom was now gybed over, and, being skilfully handled, he was picked up at the first attempt, and none the worse, though having been ten minutes in the water. It was now useless going on, and her old racing flag with the bat having been lost with the fall of the topmast, she lowered her foresail, and made tracks for the harbour. Kilmeny, now having all her own way, and going on easily, though the little Torch stuck to her manfully, almost showing

her keel in some of the heavy puffs—but of course having no chance with a vessel double her size. The goal was reached—

	h. m. s.		h. m. s.		h. m. s.
Kilmeny	4 41 20	Torch	4 53 50	Kittiwake	5 0 35

Mr. French thus winning his first cup in his new ship, and his third helmsman's locket this season ; and as he was off on Monday to the Clyde for his cutter's boom and mainsail, it is extremely likely that in the race for second class on the 19th the Kilmeny, under his pilotage, will hold a good place, even if the Muriel and Dinorah arrive to dispute the prize with her.

On Monday, June 7th, a private match for a sweep of £10 each took place in Dublin Bay, under the auspices, and subject to the rules of the Prince Alfred Yacht Club, whose Rear-Commodore (Mr. G. B. Thompson) was starter. The following contended :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig	Tons.	Owners.	Builders.
1706	Surprise	cutter	20	S. H. Close, Esq.	Hansen
810	Kittiwake	cutter	20	Capt. Iremonger	Owner
1597	Siren	cutter	19	D. Corbett, Esq.	Marshall

The course was the third-class course of the P. A. Y. C., viz., from Kingstown Harbour to South Bar, Rosbeg, and North and South Burford buoys, a hauling buoy in harbour, and round again as before, finishing round a flag-ship (Enid)moored in the harbour ; all marks to be left on the starboard hand.

Precisely at 10h. 44m. a.m. the preparatory gun was fired and a blue peter run up, followed five minutes later by another gun as the signal for starting. All three got away quickly, under balloon foresails and first topsails, with a light north-westerly breeze, making an easy reach for the South Bar buoy ; Kittiwake, which gathered way first, leading out, followed by the others abreast of one another. Between the piers, Siren drew away from Surprise, and assumed second place ; this order continued to the buoy, which was rounded first by Kittiwake, closely followed by Siren and Surprise, the last beginning to drop somewhat astern ; indeed the day seemed far too light for her throughout. After rounding, Kittiwake, mistaking the position of the Rosbeg buoy, gybed and stood away in the direction of the South Burford, which made Siren leader, the other having to gybe back again, thus going two sides of the triangle. Surprise set a spinnaker, and the others boomed out balloon

foresails, but no change of position took place except that Siren seemed gradually, but very slowly to draw away. All gybed round the Rosbeg, Siren and Kittiwake booming out foresails on the starboard side, but Surprise, in shifting over the spinnaker, lost much time in consequence of something going wrong with the halyards, obliging one of the hands to spend five minutes in a very airy position. The wind went round to the South, and all kites were soon after taken in for a beat from the North to the South Burford buoys, the latter being rounded by Siren about three minutes ahead of Kittiwake and six of Surprise, the last two boats rather over-reaching themselves. As the first yacht came in under the land, the wind gradually forsook her, the others carrying a slight breeze in, and coming up hand over hand with the unfortunate Siren, which was in a flat calm, and off Sandy Cove all three were again together, Siren slightly in-shore and astern of Kittiwake and Surprise. By and bye the breeze, like Young Lochinvar, came "out of the west," and, oddly enough, Siren and Kittiwake alone felt it; and although Surprise at the time was so near the latter that Siren's crew expected a foul, Mr. Close was so unfortunate as to be just outside the line beyond which the breeze never advanced. Siren stood into Scotchman's Bay, Kittiwake across the harbour's mouth on the port tack, leaving poor Surprise in a belt of hopeless calm, and she soon afterwards gave up the race. Kittiwake tacked short for the harbour, and Siren, getting a better breeze off the pier end, weathered her well, and on the next tack, fetched in and rounded the hauling buoy with a lead of two minutes. Then away for the South Bar Buoy the second time, setting a balloon jib, the breeze being so partial that, whilst Siren was flying along to the buoy, Kittiwake lay all but becalmed at the harbour's mouth, and was a long weary time crossing the bay. When just round the buoy, Siren met a fine southerly breeze, and from that moment it was evident that the race must be hers. So indeed it proved, for, although Kittiwake most pluckily persevered to the end, going round every inch of the course, yet so crossed was she by calms and other abominations, that she never got near Siren, and the race concluded as follows:—

	h. m. s.				h. m. s.		
Siren	4	1	15	Kittiwake	5	12	25

ROYAL LONDON YACHT CLUB MATCH.

JUNE 19TH.—The schooner and yawl match for vessels belonging to the club came off this day. The course was from off Gravesend to Mouse Light and back ; but the slackness of the " motive " at times forbade the accomplishment of the wishes of the worthy commodore and his coadjutors.

The prize was a very handsome flower stand, value 100 guineas. The allowance for difference of tonnage was 20 seconds up to 100 tons, and 10 seconds above. The entries were not many, it being confined to vessels only belonging to the club. But there was a deviation in the case of Count Batthyany, who was up for ballot on the following Monday. We did hear that she was objected to ; however, be that as it may, she started, whether under protest or not we cannot say.

The following started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Rated.	Owners.	Builders.
371	Druid	yawl	72	T. Groves, Esq.	Harvey
543	Flying Cloud.....	schooner	72	Count E. Batthyany.	Inman
184	Cambria	schooner	186	J. Ashbury, Esq.	Ratsey
1668	Witchcraft	schooner	203	T. Broadwood, Esq.	S. J. White

On the arrival of the club steamer (Albert Edward) at Gravesend they were all found at their mooring—the Druid rather below the others, as it was stated the harbour-master objected to the roadway being so much occupied. This was a great boon to the Druid as she was clear of her rivals.

The start took place at about 11h. 35m., with a N.E. whole-sail breeze. Druid was first under canvas and away. The Flying Cloud, in getting away, first took a haul on her head-sails, which threw her in the way of Witchcraft, placing the latter in irons for some five or six minutes. The Cambria got hampered by a lubberly merchant skipper, and caused her some delay. When all were clear they stood through Gravesend Reach close hauled, the Druid leading to leeward of the Cambria. The wind was now E.N.E., with just sufficient force to keep their sails full. In going through the Reach the Druid took the on-lookers by surprise by making a board to the north shore very close, but she did not benefit by the manœuvre, as she came last in the match.

In turning into Lower Hope they all had to make a board and, the

wind having shifted a point or two, were compelled to work through by short boards. This was advantageous to the Druid, which, weathering on the others, took the lead, and when passing Shell Haven was at least a quarter of a mile ahead of Flying Cloud, which had worked into second place, Cambria close up, and Witchcraft a few lengths in the rear. Nearing the Chapman the Cambria overhauled the Flying Cloud, wind veering to S.S.E. A saloon steamer passed to windward of Druid, which caused her to go about, and just below Southend, the breeze having freshened, got on the weather of Druid, and took the "pride of place." The commodore, finding it was too late to attempt the Mouse, the tide having run out, anchored the club steamer just below the Nore, and the rounding was as follows :—

	h. m. s.				h. m. s.		
Cambria.....	3	1	0	Flying Cloud	3	14	30
Druid	3	3	45	Witchcraft	3	15	0

Wind falling light they crowded on all sail, and the Cambria, taking a mid-channel course, looked a perfect picture, and, barring mishaps, a likely winner. The Druid and Flying Cloud stood over to the south shore, and a little jockeying was expected between them. The latter, in rounding, managed, in a seamanlike manner, to get on the weather of her opponent, but, the breeze having again slightly increased, the Druid passed out under the lee of Flying Cloud, and at the Swash was leading. The breeze lasted until they passed the Chapman, when it again became calm. The Druid and Flying Cloud had the best of it on the south shore, and they drew abreast of Cambria. It was very slow work until passing the Mucking Light, when the wind came out a little, and Druid took the lead. They turned through Gravesend Reach, and finished a pleasant day in the following order :—

	h. m. s.				h. m. s.				h. m. s.		
Druid	5	57	35	Cambria	5	58	32	Flying Cloud...	6	1	48

The Druid became the winner, and her owner was highly congratulated on his victory. This vessel has been re-named ; she was formerly the Dyamene.

ROYAL THAMES YACHT CLUB.

CHANNEL MATCH TO DOVER.

THE first channel match of this popular club was sailed June 21st. from the Nore to Dover, and the yachts that took part in it comprised the most noted and fastest afloat. The day, however, was not one of the

best in the first part for match sailing, as the wind was cold, light, and variable, shifting from N.N.W. to S.W., going round by the eastward, accompanied by heavy rain. However, after they got down to the Tongue Light, a steady and nice whole-sail breeze came out from the southward, and held true for the remainder of the day. The commodore of the club (Lord Alfred Paget) and Mr. Forrester Brittan accompanied the match in the Douro, and the Vice-Commodore (Lord de Ros) sailed in the Gloriana.

The prizes were £100 for first vessel within time of any other of her rig; £50 for the first vessel of any other rig within her time. Time allowance a quarter of a minute per ton for difference of tonnage. The following vessels entered :—

Numbered as in Hunt's Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
532	Fleur de Lys.....	schooner	80	H. W. Birch, Esq.	Aldous
967	Menai	cutter	76	W. F. Stutfield, Esq.	Ratsey
230	Christabel	cutter	52	Earl Annesley	Aldous
184	Cambria	schooner	188	J. Ashbury, Esq.	Ratsey
257	Condor	cutter	129	Major W. Ewing.	Steele & Co.
645	Gloriana.....	schooner	183	A. O. Wilkinson, Esq.	Ratsey
15	Alarm.....	schooner	235	G. Duppa, Esq.	Inman
390	Egeria.....	cutter	152	J. Mulholland, Esq.	Wanhill
785	Julia	cutter	113	G. F. Moss, Esq.	Ratsey
543	Flying Cloud	cutter	75	Count E. Batthyany	Inman
523	Fiona	cutter	77	E. Boucher, Esq.	Fife
1704	Surge	cutter	54	H. Bessemer, Esq.	Fife
1968	Witchcraft.....	schooner	206	T. Broadwood, Esq.	S. J. White

They were all allowed to set main and foresails prior to the start, and as the signal was given to get their anchors at 8h. 30m., head sails were run up, and they left the Nore for Dover. Most of the cutters set spinnaker balloon jibs and balloon topsails, and the schooners balloon topsails and squaresails and square topsails. The Surge, however, had no racing sails on board, and set nothing but plain working canvas and balloon gaff-topsail, and balloon jib. The Egeria, unlike the other schooners, set an immense spinnaker instead of squaresails. The Julia set a squaresail, and over it a square-topsail. Directly their anchors left the ground they began to make slow headway against the nearly-spent flood-tide, and before the light W.N.W. breeze; the little Christabel led the fleet, followed by the Condor and the Cambria; under her lee and astern of these came the Gloriana, Julia, Egeria, Alarm, Fiona, Menai, Flying Cloud, Witchcraft, and Surge. The breeze, however, was quite insufficient to bring out the speed of the yachts, and as yet

no opinion could be formed of the respective merits of the vessels. The *Gloriana*, contrary to her usual form, with a light breeze abaft, did not slip ahead of the whole fleet, and was doing no better than any of the other schooners. Just above the Cant Buoy the wind suddenly came off the shore from W.S.W., but still very light, and hardly filled the sails. This change of wind set the crews to work shifting spinnakers to starboard and gybing over to the starboard tack. They now had very little tide to stem, and at 10h. 15m., midway between the Cant and West Oaze Buoys it commenced to run to the westward. The breeze, too, at the same time, began to freshen a little, and the sky away to the southward looked threatening with squalls and rain. They ran through the West Oaze Buoy at :—

	h. m. s.		h. m. s.		h. m. s.
Christabel ...	10 38 50	Fiona	10 46 35	Flying Cloud	10 52 40
Condor	10 43 30	Gloriana	10 48 30	Witchcraft ...	10 53 50
Cambria	10 44 30	Egeria	10 52 10	Alarm	10 54 25
Menai	10 46 0	Julia	10 52 30	Surge	10 56 20

The above times show the exact relative positions of the different yachts at this part of the race, but as the wind was so light and variable they were continually changing positions. The spectacle, however, presented, as they lazily moved along, was worth seeing, and the crowd of white canvas of every conceivable shape set out by the dark leaden sky made a very striking picture. But the mere beauty of the thing was not a very satisfactory reward for spectators, and those on board the competing yachts must have found the absence of excitement truly appalling. Still, it is an ill wind that has no good for any one, and no doubt Earl Annesley was quite content to find the *Christabel* leading the fleet, even if the breeze did so faintly blow, especially as there was little chance of her maintaining such a forward position if the motive force increased to a good whole-sail strength.

Soon after eleven o'clock rain began to fall, but no wind came with it, and it was still dreadfully slow work. The *Alarm*, however, began to do a little better, and crept up on the weather of the *Egeria*, and, passing her, drew up level with the *Gloriana*, followed by the *Julia*. The *Condor* in the meantime dropped astern, and allowed the *Cambria* to go on in chase of the beautiful little *Christabel*, but as yet she was nearly a mile astern of her. However, all the changes as yet were entirely owing to the fluking nature of the wind, and were hardly worth chronicling. When they were nearly through the *Alexandra Channel*—near the N.W. Shingles Buoy—the light wind veered round to south, and as their course altered southward as they neared the *Prince's Light* at 12h. 35m., squaresails and spinnakers were got in and sheets

flattened down until they became close hauled. This change of tactics seemed to suit the Cambria ; at any rate, she drew up close on the weather quarter of the Christabel, but what her extra means of propulsion were to get there it would be difficult to say, as there was scarcely any wind, and the surface of the sea was only disturbed by the plashing of the rain.

At 1 o'clock, however, as they passed the Prince's Channel Lightship, the breeze freshened a trifle—still from the south—and the Christabel again walked away with the lead, and the Gloriana and Fiona, passing the Cambria, went on in hot pursuit of her. A mile below the Lightship—about 30 miles from Dover—the Fiona shot past the Gloriana, and went up under the lee of the Christabel, the breeze increasing to nice whole-sail strength, and rain continuing. The Christabel, Fiona, and Gloriana were now half-a-mile ahead of the Cambria, next to which came the Condor, close under the weather quarter of the Cambria ; a cable's length astern of these two were the Alarm, Egeria, Menai, and Flying Cloud, all within a radius of a-mile. As the breeze freshened the Christabel, to save her spars, got in her spinnaker, which she had been carrying set as a jib, and shifted her balloon topsail for a working one. The Gloriana's jib about the same time came down of its own accord, the halyards bursting, but she soon had the sail set again, and did not lose her position in the race by the mishap. The Fiona and Christabel kept abeam of each other as they stood on for the Tongue Light, the pair luffing up a great deal more than was necessary and making dead for the Light. The result was that the Fiona, which might have bore up and gone to leeward of the Light, was obliged to hail the Christabel to go about and give her room to do the same to clear the Lightship. They both tacked and made a short board to the southward at 2 o'clock, to clear the Light, and then went about again and steered on their course a quarter-of-a-mile in front of the Gloriana, the most forward vessel of the others. But they had no sooner got clear of the Tongue than the Cambria came up on the weather of Mr. Wilkinson's schooner, and went past her very suddenly, having wide on her weather the Menai, and ahead in her track the Christabel. The Fiona had stolen away from the others in a most remarkable manner, and now—five miles distant from the North Foreland—was half-a-mile to windward of the second vessel, Christabel ; and the latter was not long destined to hold even second position, as she was passed by the Condor some time before they breasted the Foreland, the latter, at the same time, weathering on the Fiona.

As the breeze freshened it veered round to S.W., and, although the

cutters well nigh looked high enough to fetch the North Sand Light, none of the schooners excepting the Egeria were laying so good a windward course by at least a point. The Cambria, it is true, soon reached amazingly fast, but she was quite two miles to leeward of the Egeria, and not more than half-a-mile in front of her. Thus the Egeria was now in the best position, so far as the schooners were concerned, and solely on account of her wonderfully good weatherly qualities. The Gloriana was a mile astern of the Cambria, and to leeward of her; and the Alarm was about half-a-mile astern and to windward of the Gloriana and fast reaching her. The breeze held true in strength and direction as they lay for the North Sand Light, and the rain ceased, although it remained cloudy and overcast. The Condor passed the Light just alluded to at 3h. 35m., but half-a-mile to leeward of it. The Fiona stood past it at 3h. 42m., and still further to leeward; the Egeria and Christabel were close on the weather quarter of the Fiona, and looking about the same course as the Condor. The Cambria passed abreast of the light at the same time as the Egeria, but was quite three miles to leeward of it. A mile astern of the Cambria was the Alarm, bringing up the Gloriana. The Julia and the Menai were midway between the Egeria and Cambria, and the Surge and Flying Cloud were miles astern of the whole fleet. The Witchcraft had borne up, and the Gloriana, apparently through some mishap, did the same off the North Sand Light. The first prize now certainly looked like going to the Condor and the other to the Egeria, but as they had still 20 miles to go, and now a beating course outside the Goodwin, to get to Dover, it was rather early to speculate on the probable winner after the vicissitudes of the day.

Working up the back of the Goodwin, the Julia headed the Christabel and Fiona, but no other change of importance occurred, and the yachts arrived at Dover thus :—

	h. m. s.		h. m. s.		h. m. s.
Condor	6 8 30	Christabel	6 29 8	Alarm	6 42 43
Julia	6 10 5	Egeria	6 31 15	Surge	6 46 11
Fiona	6 19 55	Cambria	6 33 35	Flying Cloud....	6 55 6

The Julia won the £100. prize and the Egeria the £50.

The Witchcraft got ashore on the Shingles.—*Times*.

NEW YORK YACHT CLUB REGATTA.

ON Thursday, June 10th, this celebrated club held its annual *fete*, and we are grateful to our friends for a copy of the *New York Herald*, from which we have made extracts, and regret not being able to give *in extenso* the whole proceedings.

As early as eight a.m. many of the yachts had taken their position off the club-house at Staten Island, and some of the larger vessels were at their anchorage the day before. As time wore on the excursion boats began to arrive, and by eleven o'clock the scene was a lively one. The yachts entered for the race were all in line, with foresails, mainsails, and gaff-topsails set; steamers of all sizes, from the tiny tug-boat to the lordly river steamer, all gaily decked with bunting, were moving here and there; while every conceivable kind of sailing craft kept hovering about as if wishing to have a chance for the stakes. Two steam revenue cutters added interest to the scene, and their presence might have led the stranger to think that our yacht fleet were suspected of being engaged in contraband traffic, and that it was necessary to keep watch and ward over them to prevent their bringing back from the cruise more than they carried away of articles of which Uncle Sam claimed a portion.

Beyond the weather, there was nothing to mar the pleasures of the day, if we except the misfortune that happened to the schooner yacht *Lois*, of the Atlantic Yacht Club, ex-commandore Lyman, by her being capsized while standing over towards the Long Island shore. Those on board crawled up to windward with all possible despatch, and assistance was immediately afforded. She was towed close in shore, and preparations were at once commenced to righten her, by stripping her of sails, &c. A steamer was employed in connection with the wrecking and towing steamer *Philip*, and the work was progressing favourably. This was an unfortunate accident for all concerned, but beyond a ducking of those on board, who sought pleasure under difficulties, no serious damage was sustained by vessel or crew. The former will be all right in a few days, and ready for summer cruising.

The entries for the regatta were as follows :—

Names of Yachts.	Entered by.	Tons.	Area.
SLOOPS UNDER 25 TONS.			
White Cap.....	Ludlow Livingston, Esq.	17.5	485.3
Storm King	Peter Voorhis, Esq.....	21.6	470.8
Julia	Charles A. Meigs, Esq.	16.6	385.0

ENTRIES—Continued.

Names of Yachts.	Entered by	Tons.	Area.
SLOOPs OVER 25 TONS.			
Gracie.....	William Voorhis, Esq.	54.5	1094.0
Madeline	Jacob Voorhis, Esq.	90.3	1363.1
Kate	R. Dillon, Esq.	33.1	884.8
Sadie	J. B. Herreschoff, Esq.	42.1	743.0
Addie V	John Voorhis, Esq.	44.8	891.0
Bonita	G.G. Havens & C.C. Dodge, Esqs.	52.5	1041.2
Coming	W. B. Nichols, Esq.	53.1	1150.0
SCHOONERS.			
Palmer	Rushford Stuyvesant, Esq.	194.2	2371.9
Alarm	A. C. Kingsland, Esq.	225.3	2490.8
Silvie	Edward Dodge, Esq.	106.2	1807.8
Phantom	H. G. Stebbins, Esq.	123.3	2063.4
Idler	T. C. Durant, Esq.	133.5	1934.6

At 11h. 35m. a.m. precisely the starting gun was fired, and in an instant all was life and activity, and in less time almost than it takes to tell it jibs were set and the fleet were off. The sloops got off well together, some casting on the port and others on the starboard tack, as their positions made it most convenient. The schooners also made good time in getting under way, and a more beautiful sight for the eye of a sailor it would be hard to find than our magnificent fleet of yachts as they appeared five minutes after the signal gun was fired, close hauled on a wind beating out of the Narrows. They were well off when the rain began, and in a short time it increased and made the atmosphere so very thick that everything was obscured a few miles off. This unfortunate event destroyed much of the interest, for it was impossible to watch the distant vessels and keep their positions accurately. Then, again, the wind began to die out as the rain increased, and what was a first-rate wholesail breeze when the race commenced moderated in a short time to a very slight wind, that allowed everything in the way of canvas to be set that the vessels could carry.

The rush made by the Phantom at the start had placed her a-head near Fort Hamilton, some of her competitors having tacked half ways and turned about, so that when she was sighted before she changed her course she had a clear lead. The sloops made a good way, not varying their positions much, but holding out with determination. Among the foremost were the Madeline and the Kate, between whom a lively race was anticipated, with the Gracie, Adie V., and Coming, slightly in the rear. The Storm King and White Cap kept company in the tack across, endeavouring by all means to overhaul their predecessors. Of the schooners in the rear the Silvie appeared to be making the best of it, though she was slightly in advance of the Idler and Alam, while the

Palmer, concerning which the brightest hopes were entertained, was rapidly creeping up. Half a mile to the windward of her schooner rivals the Phantom pursued her course and passed the Narrows, and after a short time made a long tack for the Coney Island shore, carrying all possible canvas. Nor did the stern breeze by any means deter the gallant little sloops. Close hauled, they rushed boldly forth in hot pursuit, now and then slightly varying their positions. The second class sloops, however, appeared to fall back somewhat ; and, as the schooners were rapidly bearing upon them, they mingled in the last group of pursuers. The Madeline, though following the track of the Phantom, was seen a-head of her competitors, though the Bonita at times appeared to be overhauling her, while the Kate went skimming along like a gull. Not less active was the Gracie, and behind her the Sadie and Addie V., keenly competing for the supremacy. The schooners had barely changed position through the Narrows, though it was thought the Silvie was being overhauled by the Palmer and Idler, while the Alarm seemed to hold her own. The passage through the Narrows was extremely pretty, and evoked much speculation as to the result of the contest. At that stage it was an impossibility to name the probable winner. All the yachts, with the exception of a few leading ones, were grouped together, and the contest was as earnest as it was exciting.

The rain came down in torrents, and even those who were anxious to witness the positions of the yachts could only conjecture. Certain it was, however, that the Phantom was still a-head ; for all along she had, spirit-like, retained the lead. Her tack from the Coney Island shore was a long and a steady one. Some of the sloops had kept their ground, and, though partly on different tacks, were apparently doing remarkably well. The storm, though, expected, and to a certain extent prepared for, had a great effect in altering the positions of the contestants. Shortening sail was the order of the day, and, braced for the breeze, the yachts stood out for the South-west Spit. The struggle was evidently a determined one, for now the swift competitors were grouped together, comparatively speaking, and beyond all question it was a great point to get around the Spit a-head, lest the wind should change—a circumstance that was momentarily expected. The Phantom sped along considerably in the front. It was thought she would win the race, so nobly had she performed up to the present. Indeed, that seemed to be a settled point, for there was an apparent impossibility of her being overhauled. Great interest was centered in the sloop race, for it was well known that at least four of them were evenly matched, and would certainly bring their very best qualities into requisition. Of these

the Kate made much progress, while the Sadie, after overhauling the Gracie and Addie V., came rushing up in excellent style. The Madeline, however, which had hitherto showed symptoms of carrying off the honours, fell back somewhat, allowing the Gracie to pass her when within a mile or so of the South-west Spit. Nor had the schooners in the rear failed to take advantage of the breeze. The Idler moved rapidly onward, with just as much sail as she could conveniently carry, all the while making gigantic strides, closely followed by the Palmer, upon which so many hopes were based. Behind her came the Bonita, as briskly as possible under the circumstances. The Addie V. kept slightly astern of the Gracie, and the Alarm, with a swelling maintop-sail, swept forward at a steady pace. Succeeding her came the Coming, and not far behind her the Madeline, not doing just so well as her opening performance might have led one to expect. The schooner Silvie had a full press of canvas, or perhaps too much for the occasion, for it was blowing hard at the time, and her flying jibboom was carried away. The Phantom passed the South-west Spit over four minutes in advance, after which she wheeled around and made for the light-ship very rapidly. The distance she here gained was undoubtedly attributable to the many unfortunate trials of some of the other yachts to turn the Spit in one straight tack. When within a stone's throw of the turning point the Idler was compelled to go about and make another tack before she rounded it. The same circumstances occurred to the Gracie, and particularly to the Silvie, which caused them a considerable delay. The following is the order in which the yachts passed the South-west Spit :—

	h. m. s.		h. m. s.		h. m. s.
Phantom	1 0 0	Bonita	1 9 30	Coming	1 16 0
Kate	1 4 30	Gracie	1 11 30	Madeline	1 17 40
Sadie	1 6 0	Addie V. . . .	1 13 0	Silvie	1 21 30
Idler	1 8 0	Alarm	1 14 0	White Cap	1 23 0
Palmer	1 9 0				

The wind suddenly hauled to westward, but continued to blow almost with redoubled force. With a manliness seldom displayed, the yachts persevered on their course with vigour, undaunted by the angry-looking breakers in the distance. A heavy, chopping sea swept over the decks, and while many a jacket was soaked with the brine, the shrouds were clutched firmly by many an anxious hand. The race to the light-ship was most exciting, for although only a stern view could be obtained, owing to the committee-boat being delayed at the South-west Spit in taking the time of the yachts, and thereby unable to overhaul the foremost vessels, whose speed at this time was very great, it was evident that a bold struggle had yet to be determined. The Idler was fast

gaining on the Phantom, while the Palmer was likewise following in close pursuit. The sloops, too, made a gallant effort, the Sadie still holding forth bravely, with the Gracie not far distant.

Having again passed the South-west Spit on the return the yachts made for home, the Idler with the lead, the Palmer being about half a mile or so astern, while their competitors were too far absent to judge correctly of their positions. Buried in the mist, it was a matter of no small difficulty to distinguish them, especially as many had hauled in their signals. Coming towards the Narrows the excitement began to be manifested. It was not thought improbable that the Palmer, notwithstanding the casualty which occurred to her, might yet overhaul her opponent, though it was wisely thought that the wind was too light to effect anything at so late a stage of the race, and so the Idler came along the recipient of many praises, and to all intents and purposes the winner of the race. Heading towards the Narrows in fine style, the Sadie next loomed up a-head of her class and of the remaining schooners gracefully and at a speed, too, that told well for her success. Behind her was the Gracie, about half a mile astern, with the Silvie and Alarm not far apart, but doing little in the light breeze. Those were followed by the Bonita, Coming, Kate, Madeline, Addie V., with the White Cap over a mile astern. The appearance of the fleet coming through the Narrows was very fine indeed. And now eyes were cast towards the stake-boat, measuring the distance between it and the Idler, which was gradually being lessened. The Palmer did not gain much coming in, but nevertheless held her ground. Quite an exciting brush occurred between the Sadie and the Gracie after passing the Narrows, but the former still retained the lead. All the pleasure-boats now gathered in the vicinity of the home stake-boat, ready to accord to the winner a tribute to her prowess. It was a picturesque and pleasant scene. The gayest of bunting floated from all quarters, the decks of the steamers were again crowded, subdued tokens of approbation now and then burst forth as the Idler came to the goal, salutes were fired, and the place echoed with the shrill whistles of the steamers, while the waving of hats and cheering of the crowd showed that the honours had already been won. Not far behind the Palmer the Sadie came with great dispatch, anxiously pursued by the Gracie. Then the others, in the positions already described. The yachts passed the home stake-boat as follows :—

	h. m. s.		h. m. s.		h. m. s.
Idler	4 24 30	Silvie.....	4 32 30	Coming.....	4 53 10
Palmer	4 28 15	Alarm	4 45 0	Madeline	4 53 13
Sadie	4 36 0	Kate	4 50 0	Addie V.	4 55 15
Gracie	4 38 0	Bonita	4 53 0	White Cap ...	5 9 43

The Idler accordingly won the prize for the schooner race, while the Sadie and White Cap carried off the honours in their respective classes.

THE SAILING.

On the whole the sailing was excellent and the great object of many yachtsmen attained, a good opportunity having been afforded for the thorough trial of their vessels. Throughout considerable skill, courage, and good seamanship, were displayed, and the regatta, in a nautical sense, was a thorough and complete success. It was much regretted that the weather was so inauspicious for the large and fashionable assemblage that attended to witness the exhibition, and in which many took a deep interest. The race was partly accompanied by other yachts, including the Rambler, the Fleetwing, the Dauntless, the Alice, and others. Commodore Kidd, the owner of the last-mentioned vessel, did not secure her entry in the contest in consequence of her sails not being in readiness in sufficient time prior to the closing of the entries. The Alice sailed yesterday round the light-ship, accompanying the Palmer and Idler on the return. The scene opposite the club-house when the regatta was brought to a close was truly enlivening.

The arrangements, in charge of the committee—Messrs. F. Westray, P. Schuyler, S. M. Taylor, and Mr. H. Morton (secretary)—were admirable. In fact, nothing was wanting to render the great marine event of the year worthy the interest with which it was generally regarded.

ROYAL MERSEY YACHT CLUB.

THE opening cruise of this club took place on Saturday, the 5th ult., a rather later period than usual, in the hopes of getting finer weather. Rain and no wind up to 7h., then fine, strong west, with an occasional touch of south in the west all day. Additional interest was manifested from the fact that the Rear Commodore, Mr. Drinkwater, had offered a very handsome prize to be competed for, the race being from New Brighton, at the entrance of the river Mersey, to the Sound, with entrance to the Menai Straits—a handicap race.

The following yachts were entered :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
62	Ariadne	cutter	90	A. Wood, Esq.	Harvey
620	Ginevra	schooner	142	T. Mason, Esq.	White
918	Magic	cutter	10	J. Bouch, Esq.	
1082	Myth	schooner	67	D. Mac Iver, Esq.	Inman
1356	Phasma	cutter	35	J. Lloyd, Esq.	Katsey
1523	Saraband	schooner	13	G. Rae, Esq.	Curphy
1584	Siesta	schooner	125	G. McCorquodale, Esq.	Fife

Some delay was occasioned by waiting for Ariadne and Ginevra, the former bound for the Channel Islands, and the latter for Iceland and Norway.

The Siesta, with her owner, and several ladies, members of his family, and friends, on board, got a commanding start under lower canvas and working main-topsail. Myth followed, then Phasma, with jib-headed topsail. Ariadne, with her present owner, several ladies, and the Vice-Commodore on board, under lower sails and jib-headed main-topsail followed soon after. Meanwhile the little Magnet had slipped away with bowsprit reefed, small jib, one reef in the mainsail, and owner steering, in company with Saraband (foresail stowed), both doing their best.

Ginevra, much delayed, was sailed in an easy-going manner all day, boats high in the air, while the fine craft was struggling to windward, propelled by only a minimum of canvas.

Off Formby Light Ship the Rear Commodore took the time each vessel passed, so as to make suitable allowances for the rather irregular start, and also closed the handicap time allowance after having had a knowing look at the weather.

Off the Pillar Bar Siesta had opened a wide gap from her competitors, and seemed going very fast. Ariadne drew up to Myth and near to Phasma, the latter going in the most determined manner through the lumpy water, and handled in a masterly style. When head-on to the sea she was a match, if not a little more, for the Ariadne, although the latter was then under the accomplished tutelage of the late skipper of the Glance, and worked by her old crew; but the wind fell then, which favoured the small vessel. Myth slightly fell astern, but was going very easily and dry. Magnet had sent up topmast and a jib-headed sail on it; Ginevra had passed her and Saraband.

Off N.W. Light Ship Siesta had drawn further off, and seemed three or three and a-half miles a-head, but this speed was at the expense of her new outfit, for something gave way forward, for henceforward her head-sails seemed "out of the ship."

Prior to this Ariadne had tried a tack or two in-shore, with little or no advantage; but probably seeing how useless it would be to sail the same course as the Siesta, she continued to tack "off" the Welsh coast, and in smoother water; a strong breeze came off shore, which enabled her for a

considerable time to "lay her course," and caused her to weather and pass both Phasma and Siesta, selecting the former for a lengthened series of delicate attentions when on her weather.

The slight disaster noticed to Siesta when about off N.W. Light Ship, in a good deal of rough water, interfered with the "set" of her head-sails, and finally, when the forestay drew gradually (even after being partially secured) out of the shoe at the stem, nothing else could be done than to reduce sail, which was done off the Ormeshead, and the race abandoned. The wind and confused sea "off" the Great Head told in favour of the sturdy Ariadne; she fairly revelled in it; not so with little Phasma; it was just too much for her; but there was no flinching, as the blasts out of the Menai Straits rattled upon her. It was hard, wet work, and no mistake, Ariadne led through the Sound 13m. and 40s. a-head, and won the handicap race.

	h. m. s.				h. m. s.				h. m. s.				
Ariadne	6	6	30	|	Phasma..... ..	6	20	0	|	Siesta	6	23	0

Myth and Ginevra were not timed; Saraband and Magic gave up.

Supposing Royal Mersey Yacht Club time to have ruled, Ariadne, of 90 tons, would have sailed at a reduction of $\frac{1}{4}$, or at 56 $\frac{1}{2}$ tons, say 57 tons; Phasma, at 34 tons. The Club allowance would have been 11m. 40s.; so, by Royal Mersey Yacht Club scale, Ariadne beat Phasma by 20 minutes.

The Commodore and Rear-Commodore signalised "Very well done" from the steam yacht off the entrance, and after a rapid run reached the Mersey about 10 p.m.

The regatta will take place on 5th and 6th July, when, in addition to other prizes, the Vice-Commodore gives 60 guineas, and the Rear-Commodore a cup.

OUR LIGHT DUES.

THE important and interesting question as to whether or not our Coast Lights should be exhibited free of charge to the shipping of all nations has been recently discussed in the House of Commons. It is an important question, seeing that the amount paid annually by British and Foreign vessels entering the ports of the United Kingdom amounts to the sum of 325,000*l.*, and it is also an interesting one—both in a national and international sense.

Under the old system of international commerce, when, instead of consulting chiefly the interests of their own populations by enabling them to purchase the necessaries and luxuries of life in the cheapest market, it was thought by the rulers of the civilized nations of the world, that the aggrandizement and welfare of their own countries were best advanced by taxing all foreign products: the idea of making the night illumination and the buoying and beaconing of our coasts self-supporting, by levying a toll on all vessels, whether of our own or foreign nations, using our ports and harbours

was a consistent one. The question, however, now arises whether such a system, under the altered circumstances of the times, may not be both inconsistent and short-sighted.

In a Conservative nation like our own, which is Conservative, not from timidity, but rather from solidity of character, from caution, and from a natural veneration for a "great past," it is not surprising that national customs, habits, and institutions should often continue for a longer or shorter time after they have become unsuitable or inconvenient.

And the greater the importance and the larger the sphere of operation of any such institution or custom, the longer is it likely to maintain itself against the growing conviction of its unsuitability; the same law of inertia operating to produce that effect that in the case of natural objects causes a large or heavy body to continue to move for a longer time after having been set in motion than a smaller one, or to be with greater difficulty suddenly arrested in its course.

Not that it follows, however objectionable or unsuitable an institution or custom may have become, that it may not have been admirably adapted for its proper function or use during the proper term of its existence. A notable case in point, which at once suggests itself for illustration, is that of the late East India Company; the grandest corporate body that ever existed, which conquered and maintained for more than a century an empire, and whose officers, both civil and military, by their genius and prowess shed a lustre on their country and on the age in which they lived. Yet its armies and territories have, with advantage, been transferred to the British crown to be one of its brightest jewels.

In like manner the suitability of the present system under which our "Lights, Buoys, and Beacons," are now managed is questioned, on the ground: 1st. That the duty is a national one, and that the cost of its performance ought to be borne by the whole nation and not by one class alone, the owners of ships and their cargoes. 2nd. That as most other maritime nations light and buoy their coasts from their national funds, and ask no contributions from foreign nations to aid in their support; that it is therefore unbecoming in this country to act less liberally towards them. 3rd. That the present system of placing the duty of lighting and buoying the coasts of the United Kingdom on three private corporations, viz., the Trinity House in England, the Commissioners of Northern Lights in Scotland, and the Ballast Board in Ireland, is both costly and inconvenient.

The whole question was brought before the House of Commons, on the 4th May last, by Mr. Headlam, the Member for Newcastle, when it was discussed by eminent men on both sides of the house, and although that gentleman was induced, at the request of members of the Government to withdraw the motion, the further consideration of the question is undoubtedly postponed.

In considering it, we will take the divisions of the subject in the order above enumerated.

1st. That our coast lights, &c., should be maintained at the cost of the nation, and not of a section of it only.

Those who advocate the change contend that, as a great maritime and commercial nation, and, moreover, being an island, or rather two islands, and therefore with no other ingress and egress to and from our shores than our great highway the sea, our commerce with the outer world is so manifestly for the benefit of every consumer in those islands, and therefore of every person living in them, that all works necessary to facilitate the approach to them is of so national a character, that the expense of providing the same should be borne by the whole community, and not by the shipping interests alone; the latter course being, they maintain, precisely as if a tradesman were to charge his customers for providing access to his own door.

They further state that incidental evils arise from the present system, as, for instance, that vessels frequently sail in ballast in preference to taking in a profitable cargo or partial cargo to avoid the light dues. And thus foreign vessels are driven from our shores, remaining, for instance, at Havre, or other of the Channel ports, instead of crossing to England for a return cargo, being solely deterred by the heavy dues which they would have to pay.

Another complaint of the present system is that trading vessels alone are taxed, and that pleasure yachts and men-of-war have the benefits of the lights, buoys, and beacons without contributing towards their maintenance. And again, they demur that, whereas there have been vast savings from surplus funds arising from the dues on merchant shipping, yet those savings, instead of being invested, and the interest employed in lighting our coasts, have been expended on matters altogether unconnected with shipping.

The arguments on the other side, on this branch of the question, cannot be more clearly expressed than in the words of Mr. Lowe, the present Chancellor of the Exchequer, in reply to Mr. Headlam:—"This payment is called a tax. It is not really a tax. It is a payment received for service conferred. The money spent on lighthouses, &c., is spent for the benefit of the shipping interest—to save the property and the lives of seamen. That being so, the next question is, who pays them? Of course, in the first instance, they are paid by the shipowner. This being an indirect tax ultimately paid by the consumer, the money must be advanced by some one, and the person advancing it is the shipowner. There is nothing harsh or unfair in that. These dues are not collected from persons whose ships are in ballast only. They do not apply unless freight is carried, and, therefore, the shipowner has them repaid to him in the freight.

"People talk of taking money out of the 'Consolidated Fund,' as if it found its way there of itself. But if you take \$25,000L. out of the Revenue you must get it from some other quarter, and it would be exceedingly difficult to get that sum collected in a way that would operate more justly.

"There is also this practical advantage in this tax. Shipowners apply for lights, and the Government are willing to put them up if the shipowners are willing to pay the dues, and thus the Government have every security

that the lights are needed ; whereas, if the money to provide them came out of the General Revenue, it would be nobody's interest to check unnecessary expenditure, and the Government, by misrepresentation, might often be induced to put up lights in wrong places.

"Then, as for its collection, nothing could be cheaper or more convenient, for it is collected at the end of the voyage, when there is a general settlement of accounts, and it therefore appears to me to realize all the elements of a sound tax."

But, secondly, it is maintained that, inasmuch as that most other maritime nations provide lighthouses, &c., at the national cost, it is unworthy of the greatest and wealthiest maritime power in the world, to act more illiberally and inhospitably to other countries than they do to it ; and that we ought rather, as we have already done in the matter of Free Trade, to have taken the lead of other countries in such a course, instead of lagging behind them.

Some of the arguments advanced under the last head apply also to this one, and, as already stated, foreign vessels are not unfrequently deterred altogether from entering our ports, in consequence of the dues levied on them ; but, in addition, the advocates of the proposed change take up higher ground, and looking to the honour and fair fame of our country in the eyes of the world, demand that we should act at least as generously to them as they do to us.

Mr. Headlam, in the recent debate in the House of Commons, reminded the members that a Committee of their House, appointed as far back as 1845, on the motion of Mr. Hume, had recommended the same course as that now advocated, and that another Committee in 1860 affirmed the resolutions of the previous one, and expressed the opinion that the lighting of the shores of this country was an imperial duty, and recommended that the nation should take on itself the cost of the lights, &c., and assume their management. He also stated that Mr. Reverdy Johnson, the late American Minister in England, when invited on a public occasion, to use his influence to promote free trade in the United States, replied by remarking on the manner in which this country treated the Americans with respect to light dues.

Another Member in illustration, quoted the case of a firm trading between Baltimore and Bremen, which in 1868 paid no less than eighteen per cent. on their gross freight carried, as light dues, in consequence of calling at Southampton, and stated that he knew of two, if not of three companies, who now, in order to avoid the light dues, called at Havre instead of at Southampton.

In reply, on the other side, the Chancellor of the Exchequer, Mr. Lowe whilst acknowledging that by relieving foreign shipping from light dues, a greater inducement was held out to it to enter our ports, it seemed that the same argument would apply for giving foreign vessels free admittance to our docks, that he knew of no limit to such an argument, and that such a course would be, in reality, a system of benefits to foreign commerce, adding that he was unchivalric enough to think it a considerable advantage, that nearly

one-half of the expense of lighting our shores, &c.. should be borne by foreigners instead of by ourselves. The President of the Board of Trade, Mr. Bright, expressed the same opinion, and stated that on similar principles he would feel a difficulty in defending any tax.

Mr. Shaw Lefevre, after going over other ground, stated that tonnage dues were levied in France to an amount equal to, if not exceeding, our light dues, but which were reduced in 1867, and would be still further reduced in 1871, admitted that the inducement thus offered to foreign vessels to go to a French port, instead of an English one, would at the latter period be deserving of serious consideration.

He further added that—"Whatever might be the opinion of the House as to the policy of raising the means to maintain the lighthouses by light due, and however desirable they might think it to throw the cost of the lighthouses on the country, he hoped they would not assent to the terms of the motion. When other nations did not treat us generously ; when almost every other nation put protective duties on the import of our manufactures ; when the United States charged 45 per cent. upon them, and thereby levied millions ; while American shipowners did not pay more than 10,000*l.* of our light dues, he thought the House would not express the opinion that the practice of levying light dues was unworthy of us as a maritime nation. When other nations dealt with our manufactures as we dealt with theirs then it would be time to put on record such a motion as this ; but other countries could not throw stones against us, and therefore it was not right that we should commit ourselves to the declaration proposed."

Thirdly, the present system of management by three private corporations is impugned.

Mr. Headlam, in introducing this part of the subject, remarked that—"The history of the lighthouses was eminently characteristic of the country. It showed no forethought on the part of the Executive. The Government did nothing to contribute to it. They commenced by granting the privilege of erecting lights along the coasts to the Lord High Admiral. On its surrender by Lord Howard of Effingham, means were taken to vest it in one of the great City Companies—the Trinity House. They had the power of putting up lights along the coast, and no doubt they did some valuable service, and they spent their money like gentlemen ; but they charged the shipping infinitely more than the cost ; the surplus they employed partly in badly-administered charity, and partly in very magnificent hospitality. They were subject to no control ; no account was taken of their funds, and they acted in the spirit of the times in which they lived. The Government never controlled or investigated the expenditure : but from time to time they made special charters to friends of their own for the erection of private lighthouses along the coast, with powers of indefinite taxation over the ships that passed them. Then came the question how these powers were to be got rid of, and Government, which had made such improvident grants, considered them as vested rights which ought to be bought up ; and the unfortunate shipping interest had to pay not only for the *bona fide* work

done, but for all the charities of the Trinity House, for all the improvident leases, and for all the hospitality of the Board. Such was the state of things down to 1834, when the subject was taken up by the late Mr. Hume, who well deserved a tribute of admiration for the sincerity, earnestness, and perseverance of his exertions in relation to the lighthouses of this country and the charges on the shipping interest. Mr. Hume grappled most successfully with the subject. He obtained the appointment of a Committee in 1834, which did eminently good service. Then first commenced the improvement of the system. They made a report well worthy of perusal. The lights in the different parts of the United Kingdom were conducted on an entirely different principle. There was a division between the public general lights and the local and harbour lights. He admitted the distinction made by that committee, and it was with the public lights alone that he proposed to deal. The Committee recommended that improvident leases should be bought up and paid for out of the taxes imposed on shipping, and that power should be given to the Trinity House to buy up the private lights. During the interval between 1836 and 1845 the Trinity House had bought up many of the private lights, and brought things into a better state. The recommendations of that Committee were embodied in the Act of 1846, which gave ample powers to the Trinity House. Mr. Hume, not satisfied with the great boon which had been conferred on the trading portion of the community by the exertions he had made, returned to the subject in 1845, and got a most important committee appointed to investigate the subject."

To that Committee we have already referred.

Another member, Lord Bury, whose opinion may be considered to fairly represent those of the advocates of a change in this department, stated that—"He did not think the gentlemen who now administered the funds of our lights, buoys, and beacons, were proper persons for discharging such duty. Although, in his opinion, the Trinity Board ought not to continue to be maintained simply on account of its antiquity, he felt bound to admit that, barring its wasteful expenditure of public money, that body had done its work very well, if not in a systematic manner. Formerly, he was told the funds were administered with considerable malversation, but at the present day none of the old abuses existed, and he only imputed to the Trinity Board incapacity to carry out what it had no machinery to carry out. He should like to see it converted into a great office of State, under the control either of the Board of Trade or of the First Commissioner of the Navy. At present it was certainly not a proper tribunal for deciding matters of this kind. There ought to be a large preponderance of the scientific element in the body which administered our lighthouses, but the Elder Brethren of the Trinity House consisted almost exclusively of merchant captains. He now came to Scotland, where the matter was under the Commissioners of Northern Lights, gentlemen who were by no means the persons to whom the administration of our lighthouses should be intrusted. They consisted of provosts, bailies, and sheriffs of all the maritime counties of Scotland,

who were not the persons to whom the people of that country would voluntarily intrust the management of their lights. So, again, in Ireland, the Ballast Board consisted almost exclusively of members of the Corporation of the City of Dublin. He next came to the authorities who administered the local lights on our coast. These were the Harbour Conservancy Boards on various parts of the coast, and each of those bodies did exactly what seemed right in its own eyes, not acting on any regular or uniform system, but making between them the whole thing one mass of confusion. In some instances, unless they happened to have a book with the sailing regulations of a particular harbour, it was impossible to tell when it would be safe to enter it. With all that uncertainty and confusion the clearness and simplicity of the French plan contrasted most favourably. When anybody approached a French harbour he saw before him a mast with a yard on it, and on the mast were one, two, or three balls, the position of which told him in a minute what the depth of water on the bar was, and whether it was safe to enter the harbour. That system was understood throughout the whole of France. The noble lord also contrasted the French system of buoys and beacons with our own, showing the former to be superior to the latter. He pointed out that the signals of the Trinity House, indicating safety and danger, were exactly the opposite of those of the Commissioners of Lights. The system adopted by the Board of Admiralty also varied in every one of its ports. His third point was that that most imperfect system, as at present administered, was most wasteful. The expenditure of the Trinity House, the Commissioners of Northern Lights, and the Irish Ballast Board, was in round figures £278,000, to which had to be added the expense of maintaining steamers, £26,000, or in all about £304,000. Then there were salaries of the home establishment, law charges, salaries and wages of the district establishment, and also salaries and expenses connected with the three central offices. These amounted to £64,807, or nearly one-fourth of the whole expenditure on the lights. He thought everybody would agree that that expenditure would be enormously reduced if, instead of three distinct Boards—the Trinity Board here, the Ballast Board in Ireland, and the Commissioners of Northern Lights in Scotland—we had one compact Board, consisting of naval officers and scientific men, and sitting in London. What he wished particularly to impress on the House was this, that there ought to be one great central authority, that that central authority ought to be the First Lord of the Admiralty, or else the President of the Board of Trade, with a reconstituted Trinity Board under him, to which all those points relating to the buoyage and the lightage of our shores ought to be referred; and that the whole system ought to be conducted upon one great plan, worthy of our position as one of the first maritime nations of the world."

On the other side, Mr. Shaw Lefevre observed—"That, with reference to the management and expenditure of the Trinity House, his right hon. friend, in his very able statement, had entirely passed over the legislation of 1854. But in that year the Trinity House, as far as expenditure was con-

cerned, was placed under the Board of Trade, and from that day to this not one single sixpence could be, or had been, spent by the Trinity House without the authority of the Board of Trade. Therefore, for any wasteful or injudicious expenditure, it was not the Trinity House, but the Board of Trade, that was to blame. The position of the Trinity House, in other respects remained the same. For example, it could appoint and dismiss its own officers; but as the conscience of such Board was said to reside very much in their purse, and the Board of Trade had complete control of that, it had ~~also~~ full control over the conduct and actions of the Trinity House. In fact, the Trinity House had become a sort of department of the Board of Trade, though in some respects, perhaps, the connexion was not so close as might be desired. In the Report of 1861, which had been alluded to, he believed that more complaint was made of the economy of the Board of Trade in respect of lighthouses than of anything else. Since 1861, however, large sums had been expended in building new lighthouses and improving those which already existed. The hon. member for Liverpool was a member of the Royal Commission, and he believed that hon. gentlemen would allow that the Trinity House had brought up the lighting of this country to an equality with that of almost any other country in the world. Great credit was due to the present management of Trinity House, and more especially to the Deputy Master; but his opinion coincided with that of his noble friend as to the present organization and relation of Trinity House and the other Boards of Management. As he had stated, there were four bodies that had to do with lighthouses. The Scotch and the Irish Boards were independent bodies, but they were subject in some respects to Trinity House, because they had no nautical men upon them; and if there were any difference between them and the Trinity House the Board of Trade acted as arbitrator; and as the Board of Trade had complete control over the purse of Trinity House, it decided any financial question. It had always seemed to him that there was great perplexity in the present arrangements, and that it would be better if there could be an amalgamation of these bodies, and one Board appointed which should have authority over the lighthouses of the country. This had been the opinion of successive governments, and attempts had been made at different times to remedy the evil, but it had been found difficult to do so, mainly on account of the jealousy displayed by the Scotch and Irish Boards when it was proposed to amalgamate them with Trinity House. The constitution of the Trinity House Board must be admitted to be unsatisfactory. It was too numerous, consisting of twenty members, who received £300 a-year each; and it could not be doubted that it would be far better that there should be few members, that the lesser number should devote themselves wholly to the business of the Board, and that they should be better paid. The Board of Trade was now in correspondence with the Deputy Master of Trinity House, and it was hoped that arrangements would be made which would to some extent remedy the existing evil. He had himself already pointed out that the accounts of Trinity House were not sufficiently explicit, nor rendered in an

intelligible form; but he hoped the next accounts would be presented by the Board of Trade. At present dues were paid into the Mercantile Marine Fund, out of which the expenses of the lighthouses were paid; but it seemed to him that it would be much better that the dues should be paid directly into the Exchequer, and that the estimates submitted yearly by the Trinity House and the Scotch and Irish Boards should be submitted to the House and votes taken upon them. In that way the expenditure on the lighthouses would be subject to the direct control of the House instead of that of the Board of Trade."

Mr. Gladstone, the Prime Minister, followed on the same side, endorsing the opinions expressed by the other members of the Government.

After thus quoting the statements of the very eminent men who have publicly discussed the question in their places in Parliament, and having already almost exceeded the limits of our space, we must curtail our own observations on it.

When such men as Mr. Gladstone, Mr. Lowe, and Mr. Bright, are opposed to the change which is now, not for the first time, advocated, it must be admitted that there is something to be said on both sides of the question for we feel that in reality the ministerial opposition arises from the difficulty, and perhaps impossibility of providing, at the present moment, for so large an amount from any other less objectionable form of taxation.

We feel, however, persuaded that the question is only postponed, for we consider the whole weight of the reasoning is on the other side.

It is not denied that the tax is ultimately paid by the consumers, for the same may be said of all taxes, yet many have been swept away, for similar reasons to those which make this one objectionable. It is inconvenient, it hampers commerce, it is unequal in its pressure, it is inconsistent with our amended commercial system, it is behind the age, as compared with the custom of other maritime countries, and the management of the work is costly and more or less inefficient, from the division of authority and the anomalous constitution of the several Boards which control it in the three divisions of the United Kingdom.

We consider therefore, that it is only a question of time as to when it will be abrogated, and that the whole provision and management of our "Lights, Buoys, and Beacons," will be provided at the national expense, and placed under the direct management and control of a renovated Trinity Board, with a responsible head under a suitable department of the Government. And we trust that the time is not far distant when such an important change will be brought about.

ROYAL THAMES OCEAN MATCH.

FROM DOVER TO CHERBOURG.

THE match that began at Dover on Wednesday afternoon, June 23, at four p.m., did not terminate until after three o'clock on Friday morning,

owing to the very light wind. It never blew more than seven-knot strength, and the Alarm was becalmed for seven hours off Beachy Head on Thursday morning, with a strong lee tide running. The following yachts entered and started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
658	Guinevere	schooner	294	C. Thellusson, Esq.	Nicholson
15	Alarm.....	schooner	235	G. Duppa, Esq.	Inman
184	Cambria	schooner	186	J. Ashbury, Esq.	Ratsey
390	Egeria	schooner	152	J. Mulholland, Esq.	Wanhill
257	Condor	cutter	129	Major W. Ewing	Steele & Co.

Time allowance, a quarter of a minute per ton for difference of tonnage. The match was for a 20*l*. sweepstakes, the first vessel taking two-thirds and the second one-third. What little wind there was came from the eastward, and the Guinevere and Egeria got the best of that little. They at once drew a-head, and, as they kept their sails full, soon led by many cable lengths. The Cambria did not even get wind enough to haul out of the bay, and lay for some half-hour quite becalmed, with only the west-going ebb-tide to send her down by the land. Just before five o'clock the breeze came out very faintly from the southward, and still the Guinevere and Egeria got the best of it, so that when they stood past Folkestone at 5*h*. 30*m*. they both had a long lead, but the Guinevere was half a mile a-head of the Egeria; the latter was quite as far in front of the Condor. Off Dungeness the breeze gently increased in strength from S.E., and the course became more westerly—W. by S. This brought the wind almost dead aft, and sheets were eased away, and the Guinevere, Cambria, and Alarm, set square-sails, square-topsails, and "save-alls" underneath their main booms; the Egeria and Condor set spinnakers. The Guinevere still led, but the second place was now occupied by the Condor, and this vessel was no more than a cable length astern of the Guinevere. The Alarm, Egeria, and Cambria were abreast of each other, and a quarter of a mile astern of the Condor. The night remained beautifully bright overhead, and the moon marked a silver path on the calm sea. At ten o'clock light clouds began to go overhead from the north-west, but the faint breeze below still came up from the eastward. The Egeria and Cambria had set ringtails, but any amount of sails would have been of little service in so light a wind. The whole fleet were all in sight of each other, and, indeed, almost within hail, and the night seemed to wear along pleasantly. At midnight the sky was overspread with filmy

clouds from the N.W., and just about that time the breeze drew out from that quarter. All had gybed to the starboard tack, and now began to make greater headway. The *Guinevere* was leading half a mile a-head of the *Condor*, which in turn was a quarter of a mile in front of the *Cambria*. The *Egeria* was a cable length astern of the latter. These four formed a long line, and the *Alarm* was on the starboard beam of the *Egeria*. At 12h. 15m. the *Alarm* was bowling along at the rate of seven knots, and had drawn abeam of the *Guinevere*, when her square-sail yard was carried away. This mishap allowed the *Egeria* to run through her lee, and the *Cambria* did the same, the latter having passed the *Condor*. The *Egeria* was hurrying along in the most marvellous manner, and went out of sight in company with the *Guinevere*, on the *Alarm*'s lee bow. The breeze did not last, and at two a.m. there was scarcely any at all. However, it again sprang up from the S.E. at three, but only to die away again at four. At that time the *Egeria* and *Cambria* were made out off Beachy Head, with the *Condor* and *Guinevere* three miles off on their port quarters, and the *Alarm* midway between the four. From four o'clock up to eleven the *Alarm* had scarcely any wind at all, and did not get eight miles to the westward of Beachy Head, a strong lee tide running. All the others, with the aid of a few cat's-paws, had drawn miles a-head, and were obscured by the mist. About eleven o'clock the *Alarm* got a four-knot breeze from the westward, and stood on for the French coast, S.W. b. W., course W.S.W., and Cherbourg 90 miles distant. The breeze continued through the afternoon with the *Alarm*, and varying in strength from five to two knots. The sea remained in the meanwhile marvellously calm, and when the *Alarm* logged six and seven knots at six o'clock not an undulation was to be seen upon the face of the sea. After six p.m. the breeze northered with the *Alarm*, and she now looked her course due west, going six knots. However her speed was seriously diminished shortly afterwards, as she carried away the jackyard of her fore-topsail; directly the sheet was let off an extra strain came on the topmast, on the forestay of which a jib-topsail was set. The spar directly snapped, and all the sail had to be got on deck in a very great hurry. The breeze remained true in strength, but veered round to N.E., so they ran with the wind well abaft the beam, the *Alarm* feeling the want of her square-sails, but of course being unable to set them, as the spreadyard was gone. The wind freshened a trifle during the night, and veered round to S.E. towards three o'clock on Friday morning, so all gybed to port, and sped along merrily with an eight-knot breeze on their beam. Friday morning broke misty, and Cher-

bourg was not made out until within three miles of the Lights upon the breakwater. The yachts were timed upon their arrival as follows :—

	h. m. s.		h. m. s.
Guinevere.....	3 10 30	Cambria.....	4 23 0
Egeria	4 7 0	Alarm	5 31 0
Condor	4 15 30		

Inside the breakwater were the Gelert schooner, 168 tons, Colonel E. Loyd; Mystère, 116 tons, Comte de Samaisons; Morgiana, 118 tons, yawl, Sir J. Stirling; and two or three others.

RANELAGH YACHT CLUB.

This club sailed its first match for the season on Saturday, June 5th. The entries were as under :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
358	Dione	cutter	12	T. Field, Esq.	Hatcher
374	Dudu	cutter	15	G. Hamond, Esq.	Hatcher
1264	Ocean Pearl	cutter	14	Capt. J. G. Lyne.	
13	Aerolite	cutter	8	Dowdall & Cooper.	Aikenhead
897	Lulu	cutter	6	T. W. Thompson, Esq.	Stow

The prizes were—For the first and second in the first class cups of the value of £20 and £6, and for the first and second in the second class £10 and £6 cups, but as the Novice did not appear the second prize was withheld. Course from Erith to the Chapman Light and back. Time allowance half a minute for every half ton. A large party accompanied on board the Oread steamer, whose captain (Lamerton) is deserving of special praise for keeping close with the yachts in what proved a most interesting race from start to finish. Upon arriving at Erith the little craft were all lying at their stations, excepting the Novice, which had been detained down the river. They soon received sailing orders from Commodore Boyd, who started the Aerolite and Lulu at 11h. 45m., ten minutes before the others, with a nice topsail breeze from W.S.W., and four hours' ebb to run. They both canted to the north, the Lulu being the smartest in getting up her headsails, and got clean away, though towing her dingy some distance, before the Aerolite sent up her square-headed topsail. The Aerolite's sails sat as flat as a board, and before making the bend for Long Reach she had weathered the Lulu. Of the trio the Dudu, from the centre, was the first to gybe; the Dione, to windward, was the next, and although she had her square-headed topsail up first she was forced to substitute a small balloon, the Ocean Pearl in the meantime going second. Half-way down Long Reach the Lulu was lying down and getting her deck washed, and when that opera-

tion was becoming dangerous she was compelled to bring down her topsail, and on passing Greenhithe the Aerolite was fully three quarters of a mile a-head. The Dudu closely followed the Lulu, and half a mile astern came the Ocean Pearl, who had had the Dione on her weather quarter all the way down the Reach. Nothing noteworthy occurred till they got into Gravesend Reach, and with the wind more abaft the Dudu went scudding down after the Aerolite, who, getting alarmed, boomed out a jib-headed spinnaker, which fell aback and had to be taken in again, the Dudu just then going by and becoming the leader of the fleet. The Lulu was third, a quarter of a mile off, but she did not keep her position long, as, on entering the Lower Hope, the Dione had a tremendous spinnaker, reaching from topmast-head to deck, and boomed out by the foot from the mast, drawing splendidly, which helped to carry her through the Lee of the Pearl, and then she weathered the Lulu. The Dione was fast gaining upon, and passed, the Aerolite, and with all her press of new canvas she ran down in pursuit of the Dudu. They rounded the steamer as follows.—

Dudu, 2h. 30m. 21s.; Dione, 2h. 31m. 11s.; Aerolite, 2h. 36m. 5s.; Lulu 2h. 36m. 40s.; Ocean Pearl, 2h. 50m. 36s.

The ebb had still about an hour and a half to run; and as they came on the wind the working were substituted for the running sails. They all made a series of short boards under the Kent shore to cheat the ebb. The Dudu's power was telling on beating, and at Coal House Point she led the Dione by about a mile; the Ocean Pearl here made a long leg across to the Essex shore, and she thus passed the Aerolite and Lulu. The Aerolite, seeing this, also crossed over, and found that the young flood was making, and in two hours she weathered the Pearl. The Dudu was now clearly the winner, bar accident, of the first-class prize; and the Aerolite's beating the Lulu was never in doubt after the first half mile of the race had been sailed. The Ocean Pearl and Aerolite were tack and tack till opposite Gravesend, when the wind fell lighter; and the Pearl, who likes a snoring breeze, fell astern. The competing yachts were becoming so widely scattered that it was thought unnecessary to accompany; and the Oread steamed up to Gravesend to take on board the Vice-Commodore, who, however, did not turn up. The finish of the race was timed as follows:—

Dudu, 6h. 20m. 40s.; Dione, 6h. 31m. 35s.; Aerolite, 6h. 40m. 35s. Ocean Pearl, 6h. 47m. 10s.; Lulu, 7h. 5m. 0s.

The first named were the winners of the respective prizes.

The Dudu was built by Hatcher in 1865. The Dione, by the aid of her big spinnaker and her new suit of canvas, was well within her time at the Chapman, but on her wind she gradually fell astern. The Aerolite has won her owners several cups; she comes from Aikenhead and Johnson's yard at Wandsworth. The Ocean Pearl was built at Portsmouth to carry thirty passengers, but Captain Lyne has had her fitted out as a racing craft, and with more weather she will do better. The prizes were presented to the captains of the Dudu and Aerolite,

NORFOLK AND SUFFOLK YACHT CLUB.

THE first regatta of this club for the current season was held on Thursday, June 3rd, at Cantley. Through an unfortunate misapprehension which generally prevailed as to the date, the attendance was smaller than it otherwise would have been. This remark applies more particularly to the general public; but the attendance of yachts was about equal to the average of former years, the muster comprising the Glance, the Commodore (Mr. P. E. Hansell); the Water Lily, the Rear-Commodore (Mr. H. P. Green); the Enchantress, Messrs. Diver and Barber; the Lathe, Mr. G. Gandy; the Halcyon, Mr. I. Preston; the Marguerite, Mr. H. K. Thompson; the Oberon, Mr. R. K. Morton; the Scud, Messrs. J. B. and H. Morgan; the Augusta, Mr. Russell; the Red Rover, Mr. S. Nightingale; the Syren, Mr. Butcher, the Spray, Mr. F. Foster; the Cygnet, Mr. Bullard; the Osprey, Mr. Snowdon; the Ariel, Mr. T. Read; the Belvidere, Mr. Teesdale; the Undine, the Rev. C. H. Barling, &c.

There were two matches set down in the programme for the day, the first being for £15, offered for competition among the first-class yachts of the club. There was only one entry, the Red Rover, and the formidable achievements of this yacht in former years seemed to have had the effect of driving off all competitors; at any rate, none appeared. For another prize of £10, offered for the second-class yachts of the club, there were five entries, viz:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Officers.	Builders.
	Halcyon	cutter	8	J. Preston, Esq.	Owner Haruep
	Marguerite	cutter	10	H. K. Thompson, Esq.	
	Oberon	cuttrr	9	R. K. Morton, Esq.	
	Lethe	cutter	8	— Gandy, Esq.	
	Enchantress	cutter	10	Messrs. Diver & Barber	

The wind was N.N.W., but was so light that, although the yachts crowded all sail—mainsail, topsail, and jib—they did not make very great way. The start was from the north-west side of Cantley Long Reach, to round a buoy opposite Longley Dyke, and thence to one opposite Hardley Mill, and back to the starting point. This course was sailed over twice, making about ten miles in all. The start took place at twenty-five minutes after noon. The yachts kept the order in which they started, and in which their names were placed; but after they had rounded the upper buoy the Marguerite passed the Halcyon, while the Enchantress gradually worked into the third place. The first round closed thus:—

	h. m. s.		h. m. s.		h. m. s.
Marguerite	1 19 36	Enchantress	1 21 40	Oberon	2 41 5
Halcyon	2 28 17	Lethe	1 22 22		

After rounding the Lower Buoy the second time, the Halcyon overhauled the Marguerite, and gradually acquired a considerable lead; the Lethe also greatly improved her position, passing in succession the Marguerite and the

Enchantress. She failed, however, to catch up the *Halcyon*, which won by 2m. 55s. The match terminated as follows :—

	h. m. s.		h. m. s.		h. m. s.
<i>Halcyon</i>	2 25 22	<i>Marguerite</i>	2 29 55	<i>Oberon</i>	2 41 5
<i>Lethe</i>	2 28 17	<i>Enchantress</i>	2 32 7		

The tonnage of the *Halcyon* and the *Lethe* being equal it was not necessary to go into questions of time allowance. As the afternoon was yet young, it was determined to get up an extra match for a sweepstakes of £1. each, with £5. added from the club funds. The competitors were handicapped by Mr. H. Ballard, Mr. T. M. Read, and Mr. W. S. Everitt, and the course sailed was the same as in the previous match, but was reduced to one round. The following started :—The *Scud*, Messrs. Morgan, handicapped at 8 tons; the *Glance*, the *Commodore*, handicapped at 4 tons; the *Fleur de Lys*, Mr. J. Stanley, 12 tons; and the *Spray*, Mr. F. Foster, 8 tons. The start took place at 3h. 61m., and the wind continuing light, the yachts made little headway. The time was recorded at the close as follows :—

	h. m. s.		h. m. s.		h. m. s.
<i>Fleur de Lys</i> ...	5 10 20	<i>Scud</i>	5 13 20	<i>Spray</i>	5 19 10
		Glance not timed.			

The *Glance*, not carrying a topsail, became out of the race, and came in some minutes after the *Spray*. The prize of £9. was divided as follows :—*Fleur de Lys*, £6.; *Scud*, £3. The *Fleur de Lys* had to make the *Scud* an allowance of 2m., but after making this allowance still won by 1m.

CHESHIRE YACHT CLUB.

THE first sailing match of this club took place on Thursday, the 10th inst., for a silver cup, value 12 guineas, presented by the club to be sailed for by yachts not exceeding 10 tons belonging to members of the club. The course was from off New Brighton, down the Crosby Channel, round the Formby lightship and back, the lightship being left on the port hand. Time allowance one minute per ton, and only two paid hands allowed. The following yachts entered :—*Flirt*, 7 tons, Mr. F. Wall; *Kate*, 5 tons, Mr. C. Napier; *Petrel*, 6 tons, Mr. W. W. Carson; *Magic*, 10 tons, Mr. J. Bouch; *Florida*, 5 tons, Mr. J. Bouch; *Dudu*, 6 tons, Mr. J. M. Hay; *Brenda*, 8 tons, Mr. D. M'Iver; *Isabel*, 6 tons, Mr. F. Thompson; *Barracouta* 4 tons, Mr. J. M. Hannay.

Of these all took up their stations at the appointed time except *Isabel*, which did not get round from the Dee in time. The weather was beautifully fine, with a smart breeze from the N.N.W., and sufficient lumpy water to test the sea-going qualities of the several yachts. The race was under the charge of the Vice-Commodore, who arrived from Southport in his yacht the *Saraband*, just in time to take up his position as flagship. The preparatory signal was hoisted at 3h. 55m., and punctually at 4 o'clock the starting gun was fired. There was too much wind to allow the yachts to set their mainsails until just before the start, and on board one or two

vessels there was some delay. All had housed topmasts for the beat down, and the smaller fry were reefed. All canted to the eastward except Brenda and Florida, which canted to the westward, and before the yachts were fairly off the latter was fouled by the Kate, both vessels sustaining such damage as to compel them to abandon the race. The Brenda was smartest in getting under weigh, and succeeding in maintaining her lead throughout the race, rounded the Formby lightship about two minutes ahead of the Magic, with Flirt, Dudu, and Petrel well up. For the run home all set balloon topsails and boomed out balloon jibs. The flag-ship was passed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Brenda	6 44 5	Flirt	6 52 0	Petrel	6 58 0
Magic	6 45 50	Dudu	6 52 30		

Brenda thus winning by 3m. 45s., inclusive of her time allowance. Baracouta did not go round the course. The Brenda was built on the Mersey some years ago, from designs by Mr. St. Clair Byrne, and was steered on this occasion by her owner, Mr. David M'Iver, who has won several prizes with her on the Clyde and elsewhere, though we understand that this is the first time she has been successful in her own waters. The Magic a new and very smart vessel, was also built this season on the Mersey: and as both Flirt and Dudu have undergone considerable alterations during the winter, the race excited considerable interest amongst the yachting fraternity of Liverpool. The cup was presented to the winner by the Vice-Commodore on board the flagship.

The next match of this club takes place on Saturday the 3rd of July immediately preceding the Royal Mersey Regatta, the course being up the river from New Brighton, round the South Powder Hulk off Eastham, round a flag-boat off the Dingle, and back to New Brighton.

REGATTAS AND MATCHES.

- July
- 1.—Southampton Regatta Club Match
 - 2.—Great Yarmouth Water Frolic
 - 3.—New Thames Yacht Club—Ocean Match
 - 3.—Cheshire Yacht Club—Second Match
 - 5.—Royal London Yacht Club—2nd & 3rd Class Match
 - 5, 6.—Royal Mersey Yacht Club Regatta
 - 5.—Royal Harwich Yacht Club Regatta
 - 6.—Kanelagh Yacht Club—Second Match
 - 8.—Norfolk and Suffolk Yacht Club—Wroxham
 - 10.—Clyde Yacht Club.
 - 13, 14.—Royal Northern Yacht Club Regatta
 - 15.—International Regatta at Havre
 - 15.—Royal Southern Yacht Club Regatta
 - 17.—Prince of Wales Yacht Club—Gravesend to Ramsgate
 - 17.—Ulster Yacht Club
 - 19.—Prince Alfred Yacht Club—Channel Match
 - 21, 22.—Dublin Bay Regatta
 - 24.—Prince Alfred Yacht Club—First class Match
 - 21, 22.—Royal Irish Yacht Club Regatta
 - 27, 28.—Royal Western Yacht Club, England
 - 30.—Royal Welsh Yacht Club Regatta

HUNTS' YACHTING MAGAZINE.

AUGUST 1st, 1869.

NOTES ON NORWAY AND ITS COAST.*

You may recollect that we left the little ship at Bodø, which is a very "one-horse" place indeed, and important solely in that it is the only spot deserving the name of town for a stretch of some 300 miles of coast. The harbour is very good and well sheltered though rather deep; we dropped anchor pretty close in abreast of the warehouses. We left this favoured spot at 10.30 a.m. on Friday, August 7th, with a light easterly breeze, day hazy, still, and very hot (although about 80 miles north of the Arctic circle). At 3 p.m. abreast of the beacon on Arnø, wind north, but very light, and at 6 in a flat calm off the Flein Vær group of barren rocks with the bold Sandhornet inshore of us, and the islands of Fleina and Fuglø—not our old acquaintance, but another—and Kunna head away to the southward looming dimly through the haze; the sun throwing out a lurid glare like a great glowing ball of copper, the surrounding sky being filled with "mare's tails." Altogether, it was an afternoon to suggest the idea that Nature was silently marshalling her forces for one of her fiercest outbursts—and so she was. Having no wind, the tide very nearly drove us on the Flein Vær, but by great exertion we managed to clear the rocks.

At 8 p.m. off Meebø Shoal with a light east wind, which at 10 had freshened considerably; we then laid our course for the Ydre Mykøerne, a group of rocks some 20 or 25 miles out to sea, lying on

* Concluded from page 286.

the north-west edge of the great rocky ground.* At 12 o'clock the breeze was very strong and we bowled along merrily until 4 a.m., of Saturday, when, the weather being very thick with rain and so preventing us from making out the islands, which we considered we were by this time some miles outside of, we hauled up a little to endeavour to make the lofty peaks of Trøenen. Two hours later we altered our course to S.W. considering that we must have passed them; raining still and very thick—blowing hard. At 8 a.m. we took in jib, double reefed fore and mainsails, and lowered topmasts. The wind was from the S.E. until 1 p.m. when it suddenly went down leaving us almost becalmed, and at 2 p.m. after a heavy shower the vessel suddenly broke off to W.N.W.—“We're in for it now” we said, and our anticipations were verified to the fullest extent. Every moment the wind and sea increased in power, the former at first not steady, but breaking us off and catching us aback with strong puffs. At 5 a.m. on Sunday 9th, took in foresail, sea running very badly, vessel shipping heavy water; and at 8 a.m. hove-to, heading W.S.W. Some hours later set fore-trysail, which forged her ahead about a mile per hour. At 10 p.m. tried to sail a little, but were obliged soon to lie-to again, as heavy water was coming on board; the gale was now at its height, and we can assure you, reader, we are not at all in a hurry to be out in such a sea again.

At 1 p.m. of Monday, the rain came on and wind began to lighten a little so that at 3 p.m. we were able to sail her, and kept hammering away to windward the remainder of the day. During the gale we had been unable to get an observation, so of course could only guess at our position; you may thus imagine our disgust on Tuesday when the sun, which had shone brightly all the morning, retired behind the clouds at half-past eleven a.m. and did not appear again until one p.m. However we worked out a double altitude, which at 3 p.m. put us in lat. $65^{\circ} 39' N.$, long. $8^{\circ} 16' E.$ And here let us pause to bestow a well deserved eulogy on the master, for the excellent way he kept the ship's dead reckoning during the anxious time just past, for on working out his entries our lat. by account was $65^{\circ} 32' N.$, long. ditto $8^{\circ} 19' E.$, an exceedingly slight discrepancy, as any person will allow who has had experience in navigating. At 4 a good breeze came from N.E., and we laid our course S. for the Halten islands at the entrance to the Frohavet, the northern channel leading to the Dronthiem fjord; the Haltens are a group of low black rocks lying some 15

* There is an anchorage amongst the islets of this group, to which reference has already been made.

miles to sea which you must make out with certainty before venturing in, to which end we hope the extracts we have given from the Coast Directions may assist you. On Wednesday morning the wind again lightened and at 6 a.m. we sighted land ; at 10 made out a group of rocks directly in our headway, which we considered must be the Haltetens, but hove to until noon in order to get the sun and make certain of our position. Finding ourselves in the place we had expected we got under way again, and at 12-30 p.m. entered Frohavet. There is no remarkable feature in this coast line hereabouts, its contour being very uniform, which strange as it must seem will we think render it more easy for you to "find yourself out" ; but the reason is plain enough, viz., that the rest of the stretch of coast north to Bodö is of a very different appearance, abounding with striking landmarks, among which Heilhornet and Finknøet are particularly conspicuous. Towards evening we hailed a fisherman who piloted us to an anchorage in the midst of a number of small green islands called Fjeld Vær at the head of Frohavet, where we let go, with a rock just awash under our counter and another about a fathom ahead !. However there was no help for it, so we sent a couple of hawsers ashore and *fastened the vessel up* as well as we could, and although the master imprecated in the most approved British fashion, it had no effect on the Norseman, who when leaving insisted on shaking hands, according to the custom of his country, and with much presence of mind demanded "Schnapps."

Next day, the 13th, we were unable to get a man to pilot us out until 8-30 p.m. when we got underway for Dronthiem, very light weather. Next morning early we experienced heavy squalls with intervals of calm, and then the wind came ahead strong and steady, and gave us a long beat up the fjord. Off Agnæsflua light where the Skjorenfjord and Dronthiem's Leed run into one another is a beacon, at either side of which you may pass ; it was not marked on our chart. At 2 p.m. we moored to a buoy at Dronthiem, blowing a gale ; the place is an open roadstead exposed to a heavy sea when the wind is from certain points, and the island of Monkholm affords in reality no shelter, being quite small, though from its appearance on the chart one would take it to be about a quarter-of-a-mile long. Your best plan if your vessel does not draw too much water is to get into the river as we did, where we had 12 feet. Dronthiem, its fjord, and the surrounding country, are exceedingly beautiful, and had we space we could write a deal on the subject ; but advise you to go and judge for yourself.

On the 20th, with a light south-west wind we got underway with a

pilot bound for Bergen at 1 p.m., and beat down the fjord all that day and night—hardly any wind ; and at 6 next morning anchored under Garten island, a thick fog having come on. At 9 a.m. on 22nd off again, drifting all day until 10 p.m., when a nice east breeze sprung up off Terningen lighthouse ; we were soon abreast of Kingholmen, and at 9 next morning anchored in Christiansund. The harbour is a fine sheet of water surrounded by three or four islands which render it perfectly landlocked : on these islands the town, an irregular collection of buildings, stands ; and for the convenience of transit, a small steam ferry boat plies from one island to another throughout the day. The British Vice-Consul, Mr. Allen, was very polite and obliging to us, as we are certain he is to all his countrymen. We left Christiansund on the 24th at noon, bound south to Bergen ; passed Stavencæs light at 1-30 p.m., and Quitholmen at 3 p.m. At night, wind and sea got up—suddenly, as they always seemed to do on this coast—and we managed to get into the inner channel early on the 25th ; soon afterwards it fell quite calm again for a time, and then a good breeze came aft which brought us past the light-vessel on Lepsö reef at 4, and at 5 p.m. Aalesund, a charmingly situated little town. An hour later we had passed Hogsten, and at 9 p.m. were once more in the open sea off Rondö light—flat calm. At midnight the wind again sprung up, coming ahead, and we double reefed her and hammered away to the southward ; the sea was very heavy and the pilot (an old man) most anxious to put back to Aalesund. This boon was however refused him, and though it blew great guns we kept at it through the night, and at 9 a.m. on the 26th weathered Cape Stadthland, a noble promontory. We stood in, treading our way carefully amongst the breakers, and soon were in comparative shelter under the lee of Vaagsö ; as the sound between this island and the mainland is very narrow, we resolved to beat through to the anchorage at the southern end whilst we had plenty of wind, since, had we come to at the northern extremity, we might subsequently have experienced some trouble in getting through. Accordingly we set to work making short tacks, great black squalls coming rushing down on either hand accompanied by pelting rain ; no accident occurred and we anchored at 1-30 p.m., at which time it blew sufficiently hard to remove the horns from the head of a goat. Here we lay three days unable to stir on account of the weather, getting away at 6 a.m. on the 29th. Passed inshore of the noble island of Bremangerland, and at 1-15 p.m. Staben light (not on the chart) ; we had a fine northerly wind by this time and rattled along in style, so that we had every hope of reaching Bergen early next day. However the old muff of a pilot insisted on

coming to an anchorage for the night, and absolutely refused to go further. This was a disappointment to us as you can imagine ; it would have relieved our feelings to have hove him overboard, but in that case we should probably have come to grief amongst the numberless sunken rocks, bereft of the assistance of his practical knowledge—on the whole therefore, we were glad we kept him. We anchored for the night between Yttre Sulen and Noorö. Off again at 8 a.m., wind ahead according to ancient precedent ; by noon up with Hellisöe light, at the entrance to the north channel to Bergen. Worked to windward all day, and, night coming on, the pilot ordered up the chain intending to come-to off Skaellanger light, but we were resolved not to allow him his own way this time, so told him his protestations were useless, that we had charts, and gave him the option either to go on past the light up the Herlöefjord or by the longer approach to the southward. When he saw that we were aware of the existence of the latter, he made no further sign. The end of it was that he unwillingly took us on through the Herlöefjord, and we dropped anchor inside the breakwater at Bergen as the clocks struck midnight. Away again on 3rd September, wind south-west ; at 4 p.m. passed Lørö light, soon after which the breeze fell ; finding the tide too strong to stem and the weather beginning to look very threatening, we set the squaresail and made all haste back to find an anchorage before dark, having no desire to knock about at night amongst the islands in a gale of wind. At 9 p.m. we dropped anchor in Leerö Sound—pitch dark and raining and blowing strong. The following morning, started at 12·30 with a light south-west wind, through Korsfjord, which we did not clear until 6·30 p.m., and at 7·15 p.m. the Marsteen beacon being passed we took in two reefs, put out the patent log, and laid our course W.S.W. $\frac{1}{2}$ W. for Buchan Ness ; and so farewell to Norway !

“Betide me weel, betide me wae,
This day I'll leave the shore,
For I will spend my white money
'Mong Norroway dogs no more,”

As Sir Patrick Spens forcibly, if not politely, expressed it.

We have little more to add with regard to the cruise—had a good passage across to Inverness, thence through the canal, spent a day at Oban, another in Loch Andail (Islay) into which we ran for shelter, three more in Loch Ryan, finally arriving at our moorings in Kingstown harbour on Wednesday, Sept. 23rd, at 11·30 p.m.—All well.

Before concluding, a few other remarks remain to be made. The first is that unless in a steamer it will be hardly worth your while to go

farther north than Dronthiem—we address ourselves to those whose object is a pleasant cruise and nothing more. The northern scenery is of course very magnificent, the contour of the snowy mountains wild and picturesque in the highest degree, but on the other hand, in a sailing vessel you will seldom (if the summer of '68 was an average one, which we have no reason to doubt) get what may be termed a nice breeze, and will be bothered alternately by most lengthy calms and heavy gales of wind. The next observation refers to the passage from Dronthiem to Bergen; you require no pilot to Christiansund, and our sole reason for taking one at Dronthiem was lest we should be unable to obtain one at Christiansund—we subsequently found that we might have got one there. Then with regard to beacons, &c., which however scattered on the northern are plentiful enough on the south-western coast, we must refer you to your large chart where they are all given. And pray do not rely too much on the guide books when they extol the excessive honesty of the natives, and their admiration and love for the English. The people of the interior are still tolerably primitive, but those dwelling in the towns on the coast seem to have thoroughly imbibed the notion, common enough among the more advanced nations of the Continent, that Englishmen are made of money, and that the bounden duty of every lover of his country is, to get as much out of the Saxons as possible! This patriotic feeling receives an additional impulse at a port from the arrival of a yacht, and whilst the ordinary Englishman, travelling by the ordinary modes of conveyance of the country, is robbed but moderately, the unfortunate yachtsman is mulcted heavily, his vessel affording to some extent a rough means of guessing at his powers of endurance as to paying. Finally in case you go north, bring enough of warm clothing, and give no heed to those who will tell you that in summer it is always warm “up there.” It sometimes is so, but often the cold is great.

And now, reader, we bid you good bye, and leave you to your own devices; merely asking that if you find any small assistance from the hints we have been able to give, you will let us know that our labour has not been vain, by inserting a letter in the Editor's Locker of *Hunt's Yachting Magazine*.

DTAK.

ROYAL EASTERN YACHT CLUB REGATTA.

THE regatta of this club was held on Saturday, June 19th, at Granton. The entries for the yacht races were not so numerous as might have been expected. This is to be accounted for by the great distance of the Forth from the centres of yachting enterprise, and from the fact that during the previous week there had been an unusually large number of yachting meetings. The course sailed by the yachts was about fourteen miles in length. Commencing at Granton Harbour, it extended up the Firth to a buoy half-way between Granton West Pier and Cramond Island, then right across the Forth to Aberdour Bay, from which, after rounding the buoy, the vessels steered down to Inchkeith. The yachts then stood across to a buoy east of Leith Breakwater, and then sailed up the Firth to Granton Harbour. Owing to a musket being used as the signal-gun, the signals were unheard by the sailing masters of the yachts; and the start, which is generally one of the prettiest sights in a regatta, was a failure—the different yachts getting underway in a straggling order.

A purse of 30 sovs.; second prize, 10 sovs. For yachts exceeding 20 and not exceeding 40 tons. Three times round the course.

The following were the entries for the first race :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig	Tons.	Owners.	Builders.
417	Ellida	cutter	30	G. N. Duck Esq.	Fife
289	Crusader.....	cutter	30	J. S. Beveridge, Esq.	Fife
915	Mabella	cutter	27	E. Davis, Esq.	Marshall

After a little delay, and the second-class yachts having been started, the first gun was fired for the first-class yachts. The Ellida and Crusader then took up their berths, and on the firing of the second gun, got underway, and stood up the Forth, with a fair wind from east-south-east, under mainsail, gaff-topsail, staysail, and balloon jib. The Ellida having the weather berth, drew ahead of her opponent from the beginning, hauled her wind, rounded the Granton buoy, and stood over to Aberdour Bay, followed closely by the Crusader. On rounding the buoy in Aberdour Bay, the breeze having freshened up, the Ellida changed her first for second foresail, and the Crusader struck her gaff-topsail, took in her balloon, and hoisted her first jib. Both yachts beat down the Firth to the Inchkeith buoy, and the Ellida having about a quarter of a mile weather gauge, rounded the buoy, and stood across the Forth on the

port tack, changing her second foresail for first. The Crusader followed suit, and, after rounding the buoy, hoisted her gaff-topsail, and again changed her jib, setting a balloonier. The Leith buoy was soon rounded by both yachts, and they again stood before a fair wind, passing the commodore's yacht at—

	h. m. s.		h. m. s.
Ellida	2 45 10	Crusader.....	2 51 32

In the second round the Commodore's yacht was passed at—

	h. m. s.		h. m. s.
Ellida	4 32 22	Crusader.....	4 41 42

And the race was finished at—

	h. m. s.		h. m. s.
Ellida	6 19 35	Crusader	6 34 35

The Ellida accomplished the three rounds of the course—42 miles—in fifteen minutes less time than the Crusader, and after deducting an allowance of ten minutes in favour of Crusader, the Ellida won the race by five minutes.

A purse of 20 sovs.; second prize 10 sovs.; for yachts exceeding 10 tons, and not exceeding 20 tons; twice round the course.

For the race for second class yachts the following started :

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1526	Satanella	cutter	15	D. W. Finlay, Esq.	Aldous
751	Irene	cutter	13	J. Morrison, Esq.	Fife
475	Fairlie.....	cutter	15	R. Ferguson, Esq.	
	Isabel	cutter	20	P. Henneker, Esq.	

At half-past twelve o'clock the first and second signals fired, but, only a musket being used, neither were heard by the yachts, and the steamer Express was ordered to lay up to the yachts and inform the sailing masters of the Fairlie, Irene, and Isabel that the race had begun. The Satanella, being near the commodore's yacht, heard the signal and got underway several minutes before the Isabel, Fairlie, and Irene, which sailed up the Firth in the order named—under mainsail, gaff-tops foresail, and first jib. After rounding the buoy at Oxcar's beacon, Satanella struck her gaff-topsail, and stood down the course close haul the other three keeping before the wind in very pretty style; the Fairlie and Isabel making a beautiful race of it to round the first buoy. Satanella, when half-way across Aberdour Bay, changed her gaff-topsail for

a jib-headed one, and held on the starboard tack, making well in for Aberdour. The Fairlie beat the Isabel in the race round the first buoy, and held on in the wake of the Satanella; and already the Irene was some way behind. The yachts rounded the Aberdour buoy in the same order, and beat down to the Inchkeith buoy, and then held across to the Leith buoy, rounding which the Satanella, having shifted her gaff-topsail, they ran with a fair wind and starboard tacks aboard for Granton buoy, passing the commodore's yacht at—

	h. m. s.		h. m. s.
Satanella	2 24 54	Fairlie	2 53 33
Isabel	2 48 7	Irene.....	3 1 50

The yachts came in to the commodore at—

	h. m. s.		h. m. s.		h. m. s.
Satanella	4 18 25	Fairlie	4 22 25	Isabel	5 1 0

The Satanella, which was built by Aldous, Brightlingsea, in 1864, and was once held by Mr. Finlay, the owner of the famous clipper Kilmeny, won the first prize; and the second fell to the Fairlie, built by Fife, of Fairlie. Other races also came off.

ROYAL MERSEY REGATTA.

A BETTER illustration of the rapid strides that have been made in Yachting during the last few years, and the ever increasing interest taken in aquatic pastimes by "Young England" could not possibly have been found than at the above Regatta on the 5th and 6th of July. Excepting upon one or two occasions the making up of a match for first class yachts has been for many years by no means an easy task at Liverpool, and had any one who can recur to the past visited the Sloyne on the day preceding this last Mersey Regatta he might have imagined that like some Rip Van Winkle he must have been asleep for an indefinite period to account for such a different state of things, and he would think that not a few years but a century must have passed since the Nimrod, Water Wyvern and Vision, and afterwards the Cynthia and Coralie were the representatives of the first class yachts, or when later still the Mosquito and Volante came round from the south to give their western brethren a lesson, as now instead of two or possibly three of those named putting in an appearance a positive fleet of cutters and schooners, of such vast proportions as were then unheard of, now floated on the broad waters of the Liver's pool.

It is true that two of our old friends helped to swell the list on the
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present occasion, and we could not help thinking that one of them, like some old ebony belle that had been laying by for two seasons and had been lately enamelled by the hand of her Madame Rachael, again appeared on the stage as fresh as ever, still the old lady as well as her great rival, the handsome Volante, are now pigmies where they were once giants, and both their lights are fairly outshone by the more powerful Fiona, while Fife's large cutter is in her turn o'ershadowed by the still more powerful Oimara and Condor. We are by no means certain that the last state of things is matter for congratulation, but on the contrary are more inclined to sympathize with the feelings of one Ki Chan, who declared on seeing some rich Chinaman driving four horses that it was all wrong, as no doubt some three good fellows were deprived of a horse apiece, so in our opinion it would be far better to see the Oimara and Condor divided, and five 60-tonners appear in their place that could compete with the Phosphorus, Vanguard, Phryne, Volante, Mosquito, Avalanche, &c., &c., rather than see the Oimara, as we predict will be the case, the sole entry at some of our best and largest gatherings. As who is to find the means to build and sail such a vessel as this magnificent cutter? These monster racers will we fear make yacht racing a question more of means and money than of science and seamanship.

It would be but tedious here to give the names of the yachts at anchor in the Sloyne on the 4th of July, as they will all appear in the account of the racing, and therefore to call the roll would only be entailing a vain repetition. We will therefore at once begin with the proceedings of Monday, which certainly broke in a most unpromising manner, as the sun in vain struggled to break through the Liverpool smoke which hung lazily over the river, banked up by heavy dingy looking clouds which defied the light and variable winds to disperse them, while an occasional shower added the last ounce to send down the yachtman's barometer to a horribly low point.

Notwithstanding however this excessively unpleasant state of things one by one the first and second class yachts took up their stations in mid stream, each and all dropping their anchors which were to be slipped on the signal for the start being made, an arrangement fraught with much inconvenience to the owners and no little danger to the patent Trotman's, and though it may be considered a digression we must say that while fairly sympathising with the R. M. Y. C. in the difficulties they have to contend with we may perhaps be allowed to suggest that in future when yachts are to start from their anchors they should do so from the Sloyne, where the tide is slack, rather than from the middle of the river where the tide runs a mill stream. The flag-ship might

still be moored as usual off Princes pier, and each yacht be enforced to round it on her way down stream, and thus give the "Sovereign people" a good view of the competitors.

The first race for a Cup of £70 with a second prize of £30 for the second yacht was for yachts of any rig of 40 tons and upwards, and brought to the post the following craft.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
86	Avalanche	cutter	50	J. Wheeler, Esq.	Owner
257	Condor	cutter	130	Major Ewing	Steel & Co.
1293	Pantomime	schooner	141	Col. Markham	Inman
523	Fiona	cutter	78	E. Boucher, Esq.	Fife
1059	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare
1584	Siesta	schooner	125	Col. McCorquodale	Fife
1867	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
43	Amber Witch ...	yawl	53	J. McCurdy, Esq.	Wanhill
1263	Oimara	cutter	162	C. J. Tennent, Esq.	Steel & Co.

The second class race which was to be started at the same time was for a £40 cup with £20 for second vessel if four started, but as this did not happen the second prize was withdrawn. It was very unfortunate that Fife's new 40 tonner the Dinorah had been prevented from putting in her appearance, so that the two last productions of Hatcher and Fife might have had a fair stand up fight, and it was also to be regretted that the old Glance had not completed her toilette, as there were those who thought in the moderate breeze that prevailed she would have teased the new 40 ton Muriel very considerably; as it was however only the Muriel, cutter, 40 tons, H. Bridson, Esq.: and Phasma, cutter, 34 tons, T. Lloyd Esq. came to the post. The course for both matches was the same and well known to frequenters of these regattas as the Queen's Course. From Prince's landing stage to Bell Beacon leaving it on the port hand, thence to the N.W. light ship, then to Pyramid buoy of Horse Channel, again to Bell Beacon, Queen's Channel, and so up channel to win. The whole proceedings were under the charge of Commodore, who with commendable punctuality left the Prince's pier in the Eblana and started the yachts to the moment of the time appointed 10 o'clock. The wind was very light down the river so that all hoisted every imaginable abomination in the shape of spinnakers of all kinds and dimensions to catch the different cats'paws that appeared spotted over the water. Mosquito turning quickly on her heel had perhaps the best of the start, but the Pantomime was close upon her wake with Fiona and Volante in attendance. Abreast of New Brighton the Pantomime had

a clear lead, followed by a general assembly, with Amber Witch and Avalanche close astern, forming a rear guard. Off the Crosby the wind which had been due South with the "smallest taste" of East in it, and of the blandest form, hauled more ahead and increased in force so that spinnakers had to be got in and sheets hauled aft, still the Pantomime continued the lead though changes were now taking place in the position of the other combatants, the Bell buoy being rounded:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Pantomime.....	11	29	0	Siesta	11	35	40	Muriel.....	11	41	50
Fiona	11	33	17	Volante	11	36	33	Amber Witch...	11	42	44
Oimara.....	11	33	40	Mosquito	11	38	1	Phasma	11	49	52
Condor	11	35	4	Avalanche.....	11	39	45				

It was now on a wind to the north-west light-ship, where of course the cutters got the pace over the schooners, and the Pantomime had to resign the lead which she had so long held, the light-ship being rounded thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Oimara	12	15	52	Volante.....	12	25	30	Avalanche ...	12	28	5
Condor	12	16	59	Mosquito	12	25	40	Siesta	12	28	40
Fiona	12	19	25	Muriel	12	25	50	Amber Witch.	12	33	7
Pantomime....	12	25	10								

The new production of Hatcher's proving herself, though not one of the handsomest to look at, certainly in point of speed one of the best he has turned out, as she had been holding her own with Mosquito and Volante for two-hours-and-a-half, and the wind had latterly changed into a nice breeze, rendering the match by no means a floating one, but of sufficient interest to test the capabilities of the yachts. From the north-west light-ship to buoy off Horse Channel it was a beat to windward, but resulted in no difference of position, except that an accident happened to Mosquito's bobstay gear which could not be repaired until she was fairly out of the race and her chance gone, when she retired from the contest. They all rounded the Bell buoy on their return home in the same order, though the Oimara had increased the interval between herself and her rivals from the time she passed the north-west light-ship until rounding the above buoy. From this point to the flag-ship it was a case of close hauled, the race eventually terminated:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Oimara	4	7	45	Pantomime.....	4	27	11	Muriel.....	4	38	23
Condor	4	15	20	Volante	4	34	45	Amber Witch...	4	53	2
Fiona	4	19	12	Avalanche	4	36	45				

The Oimara winning the first prize with time to spare to the tune of some six minutes of Fiona which took second prize, being within the time of Condor, and having some to spare over Volante, which would no doubt have been nearer her time but that she unfortunately carried away her topmast on her way up the river.

The Muriel gained the prize for second class yachts, the Phasma not having passed between the flag-ship and the pier, owing we presume, to her not being nearly within her time of her opponent.

The prize for third class yachts for £25 and £10 for the second boat brought the following little vessels to the port:

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
576	Frolic	cutter	12	C. M. Richardson, Esq.	Owner
1807	Vampire	cutter	20	T. Cuthbert, Esq.	Hatcher
810	Kittiwake	cutter	23	Capt. Iremonger	Owner
1764	Torch	cutter	15	G. Thompson, Esq.	Fife
872	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher

The course was round Bell buoy of Queen's Channel, thence round Horse Channel Fairway buoy back to Bell buoy, and thence to flag-ship. A very good start was effected at 10h. 30m., wind as with the large yachts, down the river; all set spiinakers except Kittiwake which boomed out a balloon jib. Off New Brighton the order was Kittiwake leading, then Lizzie, Vampire, Torch and Frolic. Immediately after passing New Brighton the wind came more from the South-west which brought in spinnakers by the run, and with little ceremony put the Kittiwake's balloon jib in its proper place, when the wind freshening sent them spinning along right merrily, and one of the prettiest races ever witnessed took place, as the Lizzie in vain tried to pass the Kittiwake, while the Vampire hard pressed by the Torch could not in her turn pass the Lizzie, and so they all went along (when they could have been covered by a blanket) from New Brighton until near the Crosby, when the Torch going right well and shewing a decided inclination to pass Vampire to windward, came to grief, her owner and steerer having let the tiller rope slip, and himself slip overboard, the little boat immediately luffing up and running into the red buoy which carried away part of her stem and rendered a return home necessary. The Frolic was now some way astern, but the others still kept the same position, Kittiwake still leading, when on shifting her balloon jib on getting up to Bell buoy it got in the water, and Lizzie and Vampire passed her to windward, the buoy being rounded Lizzie 12h. 23m. 20s.; Vampire 12h. 23m. 50s.; Kittiwake 12h. 26m.: from this point something went wrong with the latter, and the others increasing their lead the race terminated:

	h. m. s.		h. m. s.
Lizzie	2 24 12	Kittiwake	2 34 25
Vampire	2 25 35	Frolic	3 4 45

Second day.—If it could be said of Monday, and there can be little

doubt but that it *could* be said, that the day broke unpropitiously there can be no question as the excessively disagreeable manner in which Tuesday was ushered in, and as the Oimara, Condor, and Egeria were seen shortly after eight o'clock, drifting down with the very first of the ebb to take up their stations, without any wind but in a steady downpour of rain, nothing could have looked more wretched and hopeless than things aquatic did at that moment. Half-an-hour passed and yet the same state of things existed, and racing seemed out of the question, when suddenly a light appeared amidst the chaos of black clouds to the westward, and in a short time sails that had hitherto been hanging lazily against the spars of the different craft in the river, began to shew signs of life as a westerly wind came moving up against the tide and settled in a wonderfully short space of time, into a fine wholesale breeze. Here the lookers on began to think of the programme which was quite equal if not superior to that of the previous day, and the correct card, had it existed, would have exhibited to the pleasure seekers three undeniable good races on the list.

The first race was for the Ladies' plate of £70 for large cutters from 40 tons and upwards. The second for schooners of any size for a cup value £60, presented by Vice-commodore Tetley, while the third race was for a £50 cup, for cutters between 8 and 40 tons, presented by a very old member of the Club, H. T. D. Griffith, Esq. of Caerhun.

For the first prize for large cutters the following were entered and started:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
1262	Oimara	cutter	165	C. J. Tennant, Esq.	Steel & Co.
523	Fiona	cutter	79	E. Boutcher, Esq.	Fife
1059	Mosquito	cutter	60	T. Houldsworth, Esq.	Mare
257	Condor	cutter	133	Major Ewing	Steel & Co.
8	Avalanche	cutter	50	J. Wheeler, Esq.	Owner

For the schooner race there were but three entries, but they were of the correct species and promised to shew any amount of sport.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1584	Siesta	schooner	125	Col. McCorquodale	Fife
390	Egeria	schooner	161	J. Mulholland, Esq.	Wanhill
1293	Pantomime.....	schooner	148	Col. Markham.	Ratsey

The entries for Mr. Griffith's Cup were—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
1807	Vampire	cutter	20	T. Cuthbert, Esq.	Hatcher
872	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1356	Phasma	cutter	34	T. Lloyd, Esq.	Ratsey

The start took place at 10 o'clock, by which time the clouds had cleared away and as nice a sailing breeze as could have been looked for had set in. They all went off together under plain working canvas except Oimara, Condor, Siesta and Phasma, which carried jib-headed topsails, the others under lower canvas. Oimara, Phasma and Pantomime were the first to shew in front, closely followed by Mosquito, Fiona, Siesta, Muriel, Lizzie and Vampire, which only arrived at the starting point at the moment of the signal being made, so that she avoided the disagreeable step of having to let go her anchor. Then came Condor and Egeria which had fouled one another at starting, but had now relinquished their loving embrace. It was a dead beat down the river, and of course all in favour of the Great Leviathan, which being well handled and having a wonderful suit of canvas, travelled along at marvellous speed, and went away from her competitors in a manner that must have been somewhat alarming to their perception.

Next came Fiona which certainly seemed to be going in her best form with the Mosquito in close attendance, and Condor at her counter, the latter certainly not going to windward in anything like proper form, as in such a breeze she should have walked away from Fiona and Mosquito without any difficulty. The time at the Bell buoy on the way out was:—

	h. m. s.		h. m. s.		h. m. s.
Oimara	11 27 29	Condor	11 40 24	Muriel.....	11 47 73
Fiona.....	11 36 27	Avalanche ...	11 45 20	Phasma	11 45 40
Mosquito	11 39 54				

The Lizzie and Vampire having both carried away their bowsprits retired from the contest.

For the Vice Commodore's cup the time at the same buoy was:

	h. m. s.		h. m. s.
Pantomime	11 36 47	Siesta.....	11 43 45

The Egeria but little astern, though not timed as the steamer had to trot after the Oimara which was making speedy tracks to the North West Lightship, which was still to windward, but a long leg and a short

one, and a bit of a sea having got up of course made power tell still more as regards Oimara, but not as regards Mosquito, which rather gained than lost on Fiona, as the time round the lightship will show:—

	h. m. s.		h. m. s.		h. m. s.
Oimara	12 2 14	Condor	12 23 4	Muriel	12 25 15
Fiona	12 18 11	Avalanche	12 23 45	Phasma	12 35 30
Mosquito	12 30 34				

The schooners rounding the same mark:—

	h. m. s.		h. m. s.		h. m. s.
Pantomime ...	12 22 25	Siesta	12 27 42	Egeria	12 28 26

The latter having picked up the Siesta considerably, and but for the delay caused by fouling the Condor at starting would have been nearer the Pantomime, which has been very much improved by the alterations last winter, and the way in which she walked past the Mosquito between the North West Lightship and Horse Channel with the wind abeam, and came up hand over hand with the Fiona shews that there is an amount of speed to be got out of her that bids fair to make her in a fair sailing breeze a most awkward customer.

To return to the cutters, the Muriel about this period made a sad mistake by going over the wrong course, having thought that it was the same on both days, a mistake which unfortunately lost her the Cup, as she was so far ahead at the time as barring accidents to make it a very fair certainty; in the meantime Oimara continued to place a terrible space between herself and Fiona, not to mention the others, the Bell buoy being rounded:—

	h. m. s.		h. m. s.		h. m. s.
Oimara	12 46 5	Mosquito	1 10 15	Avalanche	1 16 35
Fiona	1 5 20	Condor	1 13 40	Phasma	1 20 5

Muriel away in the distance.

	h. m. s.		h. m. s.		h. m. s.
Pantomime	1 6 10	Siesta	1 15 45	Egeria	1 17 45

Pantomime not only having over run the cutters, but what was more to the purpose the schooners also. From this point nothing of interest occurred, the only alteration being that on the run up for the Bell buoy the Condor went into third place, the race eventually terminating at the flagship:—

Ladies' Plate.

	h. m. s.		h. m. s.		h. m. s.
Oimara	3 4 28	Condor	3 30 5	Avalanche	3 52 0
Fiona	3 26 36	Mosquito	3 37 0		

Mr. Griffith's Cup.

	h. m. s.		h. m. s.
Phasma	3 17 54	Muriel	not timed

Vice-Commodore's Cup.

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Pantomime.....	3	23	29	|	Egeria.....	3	28	12	|	Siesta	3	33	5

The *Egeria* having in the run home improved her position considerably, but not enough to prevent the *Pantomime* from securing the Vice-Commodore's cup, while *Oimara* (which may be fairly said to have established her reputation as the finest cutter afloat) won the Ladies' cup, and the *Phasma* secured Mr. Griffith's donation.

Thus ended perhaps the best Regatta ever held upon the Old Mersey, as not only were the promoters fortunate enough to secure first-rate entries both days for every cup, but the weather on the whole may without much exaggeration be called most favourable, and all we can wish the energetic flag-officers of this old and spirited club is, that they may have the same reward next year which their exertions this year so fairly entitle them to, only asking as a boon to the racers that they may be started from a less wild anchorage.

ROYAL CORK YACHT CLUB REGATTA.

THE annual regatta of this time-honoured club commenced June 29th, and was attended by thousands of people—a much larger gathering than has been seen at the sports during a few years past. The attractions offered were very great and numerous, and no effort was spared by the committee of the club to give the utmost satisfaction; but though they have a control over all races in which the strength of muscle and power of endurance is the test, they cannot by their bidding call up a wind to suit their fine sailing craft, and show to the public the real beauty of a well contested match between the cutters that annually attend this regatta. Owing, then to the unhappy circumstance of an almost total failure of wind the contests between the yachts, with one exception, were a blank in the day's proceedings. Not for more than a couple of hours did anything like a breeze blow, and after that it fell off, with scarcely as much as a puff to stir the sailing flags of the yachts. The result was that in the large races the yachts were, after the wind died away, merely drifting, but with an occasional zephyr preserving their steerage way. The smaller yachts had the good fortune of the breeze during their run, and they did it in a short time. The almost total absence of wind of course marred the pleasures of the regatta, but those who came to see could not but have been pleased with the rowing contests, especially the Gig Race, which was one of the best pulled ever seen on these waters.

It resulted in a victory for the Glenbrook crew, beating the Queen's College, Dublin University, and Lee Rowing Club boats. The victory was no small one for the Glenbrook men, as they had powerful crews against them, but they held the lead from the start, and won by two lengths over the Queen's College crew. The Dublin University's boat was third, and the Lee club's last.

The sports commenced with, as usual, the yacht races, of which there were three; and at five minutes after 11 o'clock the boats in the first were started. It was a time race for yachts not exceeding 40 tons, open to all yachts the property of members of Royal yacht clubs and foreign yacht clubs—first yacht, £30; second, £13. The following started:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
	Mamie	cutter	22	H. H. O'Bryen, Esq.	
802	Kilmeny	cutter	30	P. S. French, Esq.	Fife
1769	Torpid	cutter	28	Major Longfield	Day & Co.
1862	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
931	Maria	cutter	35	N. B. Stewart, Esq.	Fife

The Dinorah, 40 tons, belonging to T. D. Keogh, Esq., was entered but did not start.

The course was from the Club Quay round an eastern flag-boat moored off Poor Head, thence round a southern flag-boat, then round a western one by Daunt's Rock, and in the harbour, rounding the Bar Rock buoy and over the same course again—the distance in all being about 40 miles.

The starting gun was fired at precisely five minutes after 11 o'clock, and with the light breeze that then prevailed and the ebb tide the yachts got very well away. The Mamie was the first to get from her moorings, and after her came the Kilmeny, then the Torpid, Lizzie, and Maria. They rounded the Spit Light in this order, Mamie having a good lead, while the Torpid, Lizzie, and Maria were close together. In the run out of the harbour there was no change in the relative positions of the yachts save that the Torpid passed the Kilmeny and took the second place. They passed out at the following times:—Mamie, 12h. 8m. 0; Torpid, 12h. 9m. 15s.; Kilmeny, 12h. 10m. 30s.; Lizzie, 12h. 15. 0s.; Maria, 12h. 19m. 0s.

The Torpid, although holding the second place, here began after passing the Point to fall astern, and rounding the eastern flag she was far in the wake of the others. They went round it thus:—Mamie, 1.

43m. Os. ; Kilmeny, 1h. 46m. 30s. ; Lizzie, 1h. 51m. Os. ; Maria, 1h. 52m.

With a fresh breeze that then sprung up, the speed of the yachts was increased and the distance from the eastern to the western flag-boat was quickly run ; their timings at the latter were:—Mamie, 2h. 32m.; Kilmeny 2h. 33m.; Lizzie, 2h. 40m.; Maria, 2h. 40m. 30s.

The flood tide then began to set in and the wind freshened for a few moments. Balloon jibs were set, and the Kilmeny, which had been gradually drawing upon the Mamie, passed her soon after rounding the western flag-boat. She came in the harbour first, and the Bar Rock buoy was rounded by her, the Mamie, and the Lizzie and Maria at the following times:—

	h. m. s.		h. m. s.
Kilmeny	3 28 35	Lizzie	3 39 35
Mamie	3 29 30	Maria	3 40 18

The Kilmeny passed the Point going out, in the second course, five minutes ahead of the Mamie, and the wind then dying away left the Lizzie and Maria far astern, as, being within the harbour, they had the full strength of the in-coming tide to contend with.

From this time out, there was no account received of the yachts, and they did not come into the harbour until a late hour, when they drifted in on the tide.

The second race was for yachts not exceeding 60 tons, open to all yachts the property of members of royal yacht clubs and foreign yacht clubs. First yacht £75; second £25. The following started:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1867	Volante	cutter	50	H. C. Maudslay, Esq.	Harvey
1390	Psyche	cutter	44	A. Congreve, Esq.	Ratsey
712	Heroine	cutter	51	J. C. Atkins, Esq.	Wanhill
1065	Muriel.....	cutter	39	H. Bridson, Esq.	Hatcher
86	Avalanche	cutter	48	J. Wheeler, Esq.	Wheeler
619	Gertrude	schooner	69	M. Hayes, Esq.	Wanhill

The yachts lay at the moorings, with their heads down the stream, in the following order:—Heroine in shore, then the Volante, Avalanche, Muriel, Psyche and Gertrude. The course for them was the same as in the former race. They got away at twelve o'clock, the Avalanche the first to slip off, and then the Muriel. The Heroine was completely covered by the Volante, which was to windward of her, and did not

begin to move for about a minute after the gun was fired, and the Gertrude, with whose gaff-topsail something was wrong, did not feel the tide or wind until the others were half way down to the Spit Light. In the run down to it the Muriel, Hatcher's new boat, passed the Avalanche and got round the light first, followed by the Avalanche and the Psyche almost abreast, and then came the Volante, Gertrude and Heroine. The Gertrude, even in this short time, had so much improved her position, that she passed the Heroine and was creeping up upon the Volante, and in the beat out got a-head of her and the Psyche, thus taking the third position. The yachts passed the points going out at the following times:—Muriel, 12h. 57m. 0s.; Avalanche, 1h. 0m. 0s.; Gertrude, 1h. 1m. 0s.; Volante, 1h. 4m. 0s.; Heroine, 1h. 5m. 20s.; Psyche, 1h. 7m. 0s.

Between the Point and the Eastern flag-boat the Volante took the third place and got a-head of the Gertrude by about four minutes. The timing at it was:—Muriel, 2h. 15m. 0s.; Avalanche, 2h. 21m. 0s.; Volante, 2h. 22m. 30s.; Gertrude, 2h. 29m. 0s.; Heroine 2h. 31m. 30s.

From this until the run in the harbour on the first round there was but but little variation as regards the leading yachts, but the others lay so far astern that they were not timed. The timing at the Point was as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Muriel	3	25	0	|	Avalanche	3	32	0	|	Volante	3	33	0

The run out for the second course was very slow, there being scarce sufficient wind to keep steerage way upon the yachts mentioned, and the others, although some of them rounded the buoy and stood out again to sea, had to turn back and drift in. By four o'clock the wind had altogether gone down, so that the race could not be finished, the yachts not arriving within the usual specified period.

The third race was for yachts not exceeding 15 tons. First yacht £10; second £5. The two following started:—Laura, 12 tons, C. F. Allen, Esq.; Queen, 15 tons, W. R. Johnson, Esq.

This race was run off at one o'clock, and the yachts were favoured with every breeze that blew during the day. The prize was won by the Queen, one of the smartest cutters afloat of her tonnage.

Several rowing matches concluded the day's sport.

Second Day.—This regatta was continued, and under about the same circumstances as on the previous day. Nothing could exceed the loveliness of the weather, but, as before, there was an almost total absence of wind. During the night the wind veered from South to South-east.

and in the morning blew freshly, but as the day advanced it died away, resulting in an almost complete calm, which of course, took away much of the interest in the yacht races. The first, for yachts not exceeding 25 tons, was won by Captain O'Bryen's Mamie, but in the second race, which was for the Queen's Cup, and which was contested for by ten yachts, they did not arrive in the harbour up to a late hour, being becalmed outside. The other sports of the day were the boat races, the principal of which was, of course, that for the first class gigs. It was a splendid struggle, and was cleverly won by Dublin University boat, beating the Glenbrook, Queen's College, and Lee crews. During the day the harbour was alive with boats. The majority of the vessels were decked out with flags, and her Majesty's ships Mersey and Scorpion, with the gunboats were gaily dressed.

The races commenced with one for yachts, not exceeding 25 tons—time race—open to all yachts the property of members of Royal Yacht Clubs and Foreign Yacht Clubs—First yacht £20; second £5. The following contended:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
	Mamie	cutter	22	H. H. O'Bryen, Esq.	
1397	Queen	cutter	15	W. R. Johnson, Esq.	Hatcher
873	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher

The course was from opposite the Club Battery round the Spit Light, and thence out the harbour, round the Eastern, Southern and Western flag-boats, in again, and after rounding the harbour rock buoys over the same course.

At the start the Queen was the first to get away, and drawing a splendid wind shot ahead, followed by the Lizzie. Mamie was delayed, having got foul with her moorings, and she did not get away until the others were far down. After a nice beat down to the Spit Light the Queen rounded it nearly a minute ahead of the Lizzie, and the Mamie was then about two minutes astern; but on the beat out through Man-of-War Roads both began to draw upon the leading yachts, and Mamie got a slight lead. When between the forts the Queen carried away her bobstay and had to give up. The race was then confined to the Mamie and Lizzie, which in the run out got ahead of her competitor, and they passed Roche's Point thus:—

	h.	m.	s.		h.	m.	s.
Lizzie	12	39	0	Mamie	12	43	0

From this up to the Eastern flag-boat the Mamie much improved her position, and so passed the Lizzie that she went round the boat a mile a half ahead of her; but at the Western flag-boat the timing was:— Mamie, 3h. 8m. 40s.; Lizzie 3h. 9m. 12s. They were then very close and coming in by Roche's Point, Lizzie but a few seconds astern of the Mamie. The run in the harbour was very fine, the boats showing every inch of canvas they could carry, and their timing at the Club Quay was:—

	h. m. s.		h. m. s.
Mamie	5 1 25	Lizzie	5 5 1

The Mamie won the race with over two minutes to spare, making allowance for the difference in tonnage between her and the Lizzie.

The second was for the Queen's Cup, open to yachts of all classes not exceeding 60 tons, belonging to members of Royal Yacht Clubs and foreign yacht clubs. (Time race.) The following started:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
619	Gertrude	schooner	67	M. Hayes, Esq.	Wanhill
1867	Volante	cutter	59	H. C. [Maudslay, Esq.	Harvey
1390	Psyche	cutter	45	A. Congreve, Esq.	Ratsey
712	Heroine	cutter	50	J. C. Atkins, Esq.	Wanhill
802	Kilmeny	cutter	30	P. S. French, Esq.	Fife
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
86	Avalanche	cutter	50	J. Wheeler, Esq.	Wheeler
931	Maria	cutter	33	N. B. Stewart, Esq.	Fife
1768	Torpid	cutter	28	Major Longfield	Day & Co.
	Dinorah	cutter	40	T. D. Keogh, Esq.	Fife

They lay in two lines opposite the Club Quay, the majority lying to springs with their heads down stream, but the Muriel and Maria had theirs up. On the starting gun being fired Torpid was the first off, and the Psyche and Avalanche all abreast. They went away together, and the next lot was headed by the Heroine, with the Gertrude well on her weather quarter, and soon passed her. After them came Volante, Dinorah, Muriel, Kilmeny and Maria. Muriel and Maria had to make a stretch to the southward before they could get upon the course, which caused considerable delay; but all got away well, and the start presented a lovely picture. Torpid held the lead on the run out, followed by the Avalanche and Muriel, and as the yachts passed Roche's Point the timing was:—Torpid, 1h. 37m. 0s.; Avalanche, 1h. 38m. 0s.; Muriel, 1h. 39m. 0s.; Psyche, 1h. 40m. 0s.; Volante, 1h. 42m. 0s.; Gertrude, 1h. 45m. 0s.; Heroine, 1h. 45m. 0s.; Kilmeny, 1h. 45m. 0s.; Maria, 1h. 51m. 0s.; and Dinorah, 1h. 55m. 0s.

Here the Gertrude, Heroine, and Kilmeny were together, and in the run to the Western flag-boat the Muriel took the foremost position, with the Torpid second and Gertrude third. Their timing at that point was:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Muriel	4	30	0	|	Torpid	4	36	0	|	Gertrude	4	39	0

All the others were here a long way astern; and nothing more was heard of any of the yachts up to an advanced hour in the evening. The wind had completely died away, and they were either becalmed or were drifting in.

Third Day.—Though the regatta was intended for two days only, it merged into the third in order to re-sail the matches in which the vessels had not arrived in regulation time. Although there was an absence of the thousands who on the two days previous crowded the town, there was a very large assembly on the Yacht Club Quay as well as on the eminences surrounding the harbour. It being promenade day the band of the 39th Regiment played a fine programme of music on the Club Quay. The day turned out a much better one for sailing than either of the two preceding, and this together with the arrangement made by the committee to have the three events started together, afforded a sight not often to be witnessed on these or any other waters, and was a treat worth going a long distance to see. The course was altered from that of the other days. It was from the Club Quay round an Eastern flag-boat moored off Poor Head, thence round a Southern flag-boat, then round a Western one by Daunt's Rock, and in the harbour, rounding the Rock buoy, and finishing opposite the Club House, the distance being about 20 miles, half time allowance. The three races were started in one,—viz., the Queen's Cup open to all yachts, not exceeding 60 tons, and the two events as stated above. The two principal prizes—the Cup and the £75—became the property of H. C. Maudslay, Esq., after a fine struggle with the Gertrude, Kilmeny and Torpid.

For these the following started,—Gertrude, Volante, Psyche, Heroine, Kilmeny, Muriel, Avalanche, Mamie, and Torpid. The lot moved away from the station in good order under a light breeze, with gaff-topsails set. Mamie was the first to get clear, Avalanche, Muriel, and Torpid next. The order was very close on the run with the tide to Roche's Point, which was passed going out by Torpid first, and Gertrude last, with only 6m. 45s. between them, in fact they were all in a cluster.

Shortly after this point had been passed a southerly wind was experienced, which helped forward the boats of heavy tonnage, the lighter craft falling to the rear. *Avalanche*, *Gertrude*, and *Volante* fell in for its full benefit, and when the eastern flag-boat was rounded the former held a lead of three seconds. The timing here was as follows:—*Avalanche*, 1h. 45m. 30s.; *Gertrude*, 1h. 48m. 30s.; *Volante*, 1h. 50m. 0s.; *Torpid*, 1h. 51m. 0s.; *Muriel*, 1h. 54m. 0s.; the others were not telegraphed. Before the next point was reached *Gertrude* passed the *Avalanche*, but the *Volante* still held her place as third. The yachts closed on each other, and some very fine sailing took place up to the western flag-boat.

On the run into harbour the yachts came in for the full force of the outgoing tide, but the breeze rather freshened and spinnakers were set which drove them at a fine pace with every inch of canvas at work. *Volante* rounded the Rock buoy magnificently leading, with the *Gertrude* second. As seen from the Club quay the appearance of the fleet as they approached was really very fine. The arrival opposite the Club was as follows:—

	h. m. s.		h. m. s.		h. m. s.
<i>Volante</i>	3 49 53	<i>Avalanche</i> ...	4 4 8	<i>Torpid</i>	4 19 6
<i>Gertrude</i>	3 53 4	<i>Kilmeny</i>	4 12 16	<i>Heroine</i>	4 22 52
<i>Muriel</i>	3 58 22	<i>Mamie</i>	4 18 15	<i>Psyche</i>	not timed.

Thus it will be seen that *Volante* was the winner of the Queen's Cup value £100; of the first prize of £75, in the race for yachts under 60 tons. *Gertrude* gets second place, with £25 in the same race, and *Kilmeny* wins the £30 for yachts under 40 tons, *Torpid* getting second place in it with a £10 prize.

When the fine cup was presented to the victor, three cheers were given from the Club quay, and heartily responded to by the crew of the *Volante*.

PRINCE ALFRED YACHT CLUB.

THE closing match for the first half of the season came off on Saturday, June 19th, and turned out one of the closest, best sailed, and most exciting races which has taken place in Dublin Bay for many years—nice breeze, smooth water, a good entry, and close competition throughout, making it particularly enjoyable; while, from the large number of members required to man the eight boats, a large proportion of the cl

participated in the fun. The morning was drizzling and wet up to the time named for taking stations, but all the ancient mariners of the port prophesied a fine day, and so it proved; while the wind, though at times light, never absolutely failed, and increased to a nice gaff-topsail breeze at the finish. The entries, in order of stations from westward, were as follows:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Steered by
1768	Dinorah	cutter	40	T. D. Keogh, Esq.	Middleton
	Torpid	cutter	28	Major Longfield.	Owner
381	Echo	yawl	38*	W. I. Doherty, Esq.	Owner
43	Amber Witch ...	yawl	51†	J. M'Curdy, Esq.	Putland
1548	Siren	cutter	19	D. Corbett, Esq.	Owner
802	Kilmeny	cutter	30	Pascoe S. French, Esq.	Owner
1764	Torch	cutter	15	G. B. Thompson, Esq.	Owner
1807	Vampire.....	cutter	20	T. Cuthbert, Esq.	Orpen

* Rated at 29 tons.

† Rated at 38 tons.

Of these, the Dinorah quite new came off Will Fife's stocks, and from her appearance will be well calculated to keep up his reputation as a builder when her sails are properly stretched and matters put in order a little; but this day, in spite of the efforts of her owner and crew, who had often assisted him in the old Secret, she sadly disappointed those who had expected great things from her. No. 2, the Torpid, was also a stranger, having but just arrived from Cork, where she beat, at the last regatta, all the boats of her class, and is well known for her victory over the Thought on her first appearance in the Solent, though since then she has not been very successful. She is built of steel plates, and from her look ought to be extremely fast and powerful, though she also disappointed her admirers very much, requiring a more powerful and biting wind to drive her. The rest are all well known, and have often contended before with various success—the Kilmeny, as a yawl, having been beaten in the first and the Corinthian match this year by the Amber Witch and Vampire respectively, but she turned the tables on the latter on the previous Saturday week, since which time she had shipped a new boom and her cutter's mainsail, and seemed fit, under her new owner's pilotage, to run for a man's life,—nearly all her old crew being disposed at her halyards and sheets.

The wind blew from N.E. nearly into the mouth of the harbour, so that only the weather vessels could fetch out, the small ones, as well as the Amber Witch, having to tack to clear the east pier. When fairly off, at 12h. 10m., the Torpid seemed to belie her name (a ludicrous one by the way), and gathered way first; but all were so much together, it

was impossible to distinguish their exact positions. Kilmeny, only barely scraping out, hailed Echo to give her room to stay; but, taking heart of grace, she righted her tiller and passed the east pier head without going about, and with Torpid and Echo continued the reach to the northward, on the port tack, the course to South Bar buoy being N.N.E. two miles. The wily Torch, however, who has had more experience of racing in Dublin Bay than almost any vessel built, as soon as she had cleared the harbour tacked at once to the westward, spying a shower over Dublin which portended a breeze and shift of wind, and was followed, though not soon enough, by the Vampire, Siren, Amber Witch, and Dinorah, the latter passing through the lee of the Vampire, and threatening to do great things while on the port tack, but on the starboard she sagged to leeward like a barge, and did not go through the water. The Torch soon reaped the reward of her vigilance, and the wind favouring her and her companions, they weathered their big friends a quarter-of-a-mile, and took the buoy in the following order:—Torch, 1st; Vampire, 2nd; Amber Witch, 3rd; Dinorah, 4th, Siren, 5th; Torpid, 6th; Kilmeny, 7th; Echo, 8th. It was now an easy reach to the Rosbeg, with a strong flood tide going to the northward, and Amber Witch, setting a balloon jib, slowly overhauled the Vampire, who did not attempt to stop her, and went into the second place, all setting balloon foresails, or jibs.

From Rosbeg it was nearly a dead run to the Kish lightship, S.E. $\frac{1}{2}$ S. $4\frac{1}{2}$ miles, and Vampire was very quick with her favourite spinnaker on the port side; but just as she was setting it, Amber Witch, who was equally slow with hers, luffed across her bows so close that Vampire, to clear her, had to luff also, and take her spinnaker aback, whereby she nearly snapped the boom, and had to run it in again in a hurry, carrying it as a sort of extra jib for a few minutes, when, the Amber Witch having drawn ahead, she set it again, but meantime both had gone far to leeward with the tide, and this piece of bad judgment in a great measure lost Amber Witch the race, as followed by Vampire, Kilmeny, Dinorah, and Siren, she kept a great deal too much away, with a light wind and a very strong tide, and thereby ran the circumference of a perfect bow; while Echo, who had been becalmed close to the south bar for five or six minutes, with a better pilotage, crossing its arc, gained enormously, and at the ship, when the others had to gybe and lower the spinnakers, shot by them and they rounded:—

	h.	m.	s.		h.	m.	s.		h.	m.
Amberwitch	2	25	0	Echo	2	31	10	Siren	2	32
Torch	2	30	0	Vampire	2	31	35	Torpid	2	31
Kilmeny	2	30	30							

Dinorah, who had set a balloon topsail, last, Torpid also sending up her big topsail and jack yard. All thought before coming to the ship that it would be a close haul back to the harbour, and working foresails were got ready ; but, wind again flawing, it was found to be an easy reach, and balloons were once more run up, Torpid setting an enormous balloon jib, under which she flew past Vampire's weather and up under Echo's lee, where she seemed to stop, and they jogged on together to the harbour, Amber Witch reeling out her lead on her favourite point of sailing, and looking all over like a winner, Siren came merrily upon Vampire's quarter, and it seemed as if the old lady was really going to stop, as she would not move at all, attributable—or at least attributed—to her skipper, after losing his topmast on the previous day, having turned his attention to her rigging, and rattled it all down like a bar, expecting the Wicklow cruise to slack the lanyards, which, as there was no wind, it did not ; she went like a man in a pair of tight boots, and, as there was little or no beating to windward, she had no chance with the long fellows in a reach. The vessels rounded the hauling buoy in harbour thus :—

	h. m. s.		h. m. s.		h. m. s.
Amber Witch .	3 26 15	Torpid	3 37 11	Vampire	3 41 0
Kilmeny	3 29 17	Torch	3 38 0	Siren	3 42 8
Echo ..	3 36 8				

Torch again tacked short round the pier and in for the sands, followed by Vampire, who the instant her sheets were flat began to warm up, and held a wonderful wind in the two miles, weathering Torpid and Torch, whom she shook up close to the mark, and rounding just astern of Echo ; Amber Witch being now not more than one minute ahead of Kilmeny, which, however, she drew out again to nearly two at the next point. The Torch and Vampire now ran side by side for three miles, to nearly the South Burford buoy, the mark to be turned on the second round, both under spinnakers and balloon jibs, and dodging past each other, first one and then the other having the lead, while Torpid and Siren came up fast astern, and Echo drew away a little. On gybing, however, Vampire got a puff, and for the first time really headed her little enemy, whose sailing all day was a treat to behold, and often made all the big ones quake in their shoes by her performance. It was now a dead close haul for the harbour, the wind having again shifted a little, and freshened to a fine breeze ; and the two leaders, having made a little *bould* at first, began to doubt much if they could fetch into harbour, in which case there would have been "bellows to mend" with them, as the others kept all they knew to windward, and worked the oracle with great care. When they got in, however, they met the strong

flood on their broadside, which drove them up, and they just managed it, *Amber Witch* making a half board to avoid the rocks. She kept her lead, however, and arrived at 5h. 55m. 40s., followed by *Kilmeny* at 5h. 57m., the latter receiving 4m. 32s. time, and therefore securing the £30 and the fourth helmsman's locket this season for her owner, who has indeed been lucky in his new purchase, but cannot possibly be more so than all his friends wish him to be, as no ship can be sailed better or more fairly. The *Amber Witch* was placed second, but only with 17s. to spare from the *Torch*, who arrived fourth, but was placed third; *Vampire* also saving her time from *Echo*, but losing by 38s. to *Torch*; while *Siren*, who was last in point of place, saved hers from *Torpid* and *Dinorah*, the official time and placing being :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Amber Witch ...	5	55	40	Vampire	6	7	58	Dinorah	6	14	5
Kilmeny	5	57	0	Torpid	6	10	10	Siren	6	15	52
Echo	6	5	8	Torch	6	10	50				

Thus ended a most agreeable and well-sailed match, there being only, in a race of five-and-a-half hours, 20m. 12s. between the first and last boat, out of which the last had an allowance of 11m. 20s., leaving only 8m. 52s. between first and last of eight.

CLYDE YACHT CLUB REGATTA.

THE annual regatta of the Clyde Yacht Club took place on the 10th July, at Dunoon. Last year the regatta was held at Larga, and on that occasion the enjoyment, so far as yachting went, was marred to a considerable degree by the absence of what is so essentially requisite for the success of a regatta of this kind—a favourable breeze. Not so, however, on this occasion.

The hearts of yachtsmen were on Saturday morning gladdened, and their expectations heightened, by the prevalence of what may truly be called a really yachting breeze, coming from the direction of W.S.W. Leaving Greenock in the morning and passing on to Gourock Bay, preparations could be seen being made by not a few yachts, well known for their racing capabilities, and which had been snugly ensconced in that bay during the previous night, sheltering themselves from the somewhat disagreeable weather. About eleven o'clock a view of Frith from Kilcreggan to Ashton, and also from farther south presented an animated appearance, as one by one the various yachts, to their number could be counted by dozens, were seen to display the snow-white sails upon the silver crested waves, heading their way to the scene of action. As noon approached a brilliant sunshine occasionally

broke over the vicinity of the regatta for a few moments, and was followed by a pelting shower which as readily passed away. The steamer *Ardgowan* was chartered as the club steamer, and had on board a large and fashionable assemblage, among whom was J. Hunter, Esq., of Hafton House, Holy Loch, and party; J. M. Forrester, Esq., and party; J. White, Esq., and party; Lawrence Robertson, Esq., Glasgow; John Pattison, Esq., Glasgow, and party; Colonel Anderson, Glasgow; R. Maconechy, Esq., Glasgow, and party; Dr. Smart; J. Pirrie, Esq.; C. Rait, Esq.; A. Sword, Esq., and party; Peter Ramsay, Esq.; James Forrester, Esq., and party, &c.

During the afternoon the steamer accompanied the yachts and added materially to the enjoyment of the races. On board was stationed the band of the Greenock Rifle Volunteers who discoursed some excellent music. The magnificent yacht *Snake*, Captain J. M'Nicol, belonging to John A. Lockett, Esq., J.P., Sgorbheann, was stationed opposite to Dunoon pier as the Commodore's boat, and in the absence of the Earl of Glasgow, Mr. Lockett officiated as Commodore, while the duties of Rear-Commodore were discharged by Wm. Collins, Esq. To Mr. Lockett the Clyde Yacht Club are greatly indebted for the ready manner in which he endeavoured in every respect to insure the success of the regatta, and also for the liberal manner in which he catered for the wants of all on board the Commodore's yacht.

The courses were as follows:—For first-class yachts—From Commodore's yacht to a boat moored off the southern point of the mouth of the Holy Loch, thence around a boat in the Ashton Bay, down to another boat off Skelmorlie, back round a boat just above Innellan Pier to the Commodore's yacht, twice round; for second-class yachts—once round the course for first-class yachts, thence round the Holy Loch and Ashton Bay boats to the Innellan boat and back to the Commodore's yacht; for third-class yachts the course was seven miles in length, twice round; for fourth-class yachts, seven miles.

First Class.—A purse of 80 sovs. for yachts of any rig, above 20 tons and not exceeding 40 tons. Time race. Entrance, £1 10s.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
345	Denburn.....	cutter	31	S. King, Esq.	Fife
8	Aglaia	schooner	45	F. Powell, Esq.	Steele
1452	Reverie	schooner	41	J. Courtland, Esq.	Steele
	Avon *	cutter	30	W. Wylie, Esq.	Fife
802	Kilmeny.....	cutter	30	P. S. French, Esq.	Hatcher

* Late Mr. Duck's *Ellida*.

When the gun fired at 11h. 41m. 42s., the Denburn, Aglaia, Avon, and Reverie were all coming up underway to opposite the Commodore's barge, and immediately after the signal was given to go the Denburn showed slightly in front, and was closely attended by the Avon, Aglaia, and Reverie, in a cluster. At this time all eyes were looking for the Kilmeny, and it was soon discovered that she had been out in the channel when the start was made. This was an unfortunate circumstance for Mr. French, and must have occurred from a failure to recognise the hoisting of the red flag to get ready. Several minutes elapsed before the cutter passed the Commodore, and she remained in the rear during the whole of the race. As the other boats were approaching Kirm the Avon came cleverly up on the leeward and went to the front, while the other three kept well together to the flag-boat at the mouth of the Holy Loch. After rounding this boat the whole of them went at a rapid pace across the Frith to Ashton, the Avon still showing her colours first round. Beating down the channel from Ashton Bay the Avon went shorewards, while the Reverie which was second, the Denburn third, and the Aglaia fourth kept more to windward. The latter cutter, which was lying farthest to windward, made a tack in the direction of mid channel, the result of which soon told favourably for her, and she was showing as leader opposite the Cloch Lighthouse. The Avon came out immediately afterwards, and was followed by the other two yachts, and a capital contest ensued down channel to Skelmorlie. After rounding the flag-boat there the Denburn resumed its starting position, with the Aglaia in second place, the Avon third, and Reverie fourth. The Kilmeny, too, had improved its chance. These positions were maintained to the finish of the first round as follows :— Denburn, 2h. 8m. 36s.; Aglaia, 2h. 12m. 37s.; Avon, 2h. 12m. 50s.; Reverie, 2h. 15m. 34s.; Kilmeny, 2h. 17m. 41s.

The yachts proceeded as they passed the Commodore till about half-way across the Firth to the Ashton boat, when the Avon dexterously went into second place, and in that order they rounded the flag-boat. The Denburn, Avon, and Aglaia then all headed along the Cloch shore, while the Reverie made a long tack out towards the Holy Loch, and then put about. This, however, did not improve her position, for the others heading out with a shorter tack, and then putting about, went as they passed the boat round the remainder of the course, finishing as follows :—

	h. m. s.		h. m. s.		h. m. s.
Denburn	4 40 15	Aglaia	4 46 21	Reverie	5 5 1
Avon	4 45 12	Kilmeny	4 51 37		

The Denburn was hailed the winner.

Second Class.—A purse of 20 sovs. for yachts of any rig, above 10 tons and not exceeding 20 tons. Time race. Entrance £1.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1807	Vampire.....	cutter	20	T. Cuthbert, Esq.	Hatcher
1526	Satanella	cutter	15	D. W. Finlay, Esq.	Aldous
642	Glide	cutter	15	D. Fulton, Esq.	Owner
475	Fairlie.....	cutter	15	R. Ferguson, Esq.	Fife
872	Lizzie	cutter	29	C. H. Coddington, Esq.	Hatcher

The Torch cutter, 15 tons, G. B. Thompson, Esq.; Queen cutter, 15 tons, W. R. Johnson, Esq.; and Ripple cutter, 12 tons, G. Murney, Esq., were also entered, but did not start. Start made at 12h.

After getting fairly underway, the Satanella led from the Commodore's barge with the Lizzie second, Vampire third, Glide fourth, and Fairlie fifth. When about half-way to Kirn Pier the breeze freshened considerably from the Glen, and the Fairlie lying out went past the Glide into fourth place. The Vampire was close in shore with the Lizzie on her leeward, and notwithstanding that the Vampire made every effort to extricate herself from the awkward position in which she was placed, the persistency of the Lizzie to keep her there could not be overcome, and the result was that the Lizzie again took second place. All this time the Fairlie had been keeping well out, catching the breeze beautifully, which took her at Kirn Pier alongside the Lizzie, and after a magnificent race placed her second. The Glide, which had remained in the rear for a few minutes, passed the Vampire also. The Satanella continued to lead most admirably, and went round the Holy Loch boat in splendid style about a quarter of a-mile ahead of the Fairlie. The Vampire had by this time improved her position, and the Lizzie and she rounded the boat together, with the Glide close behind. The Vampire immediately afterwards went to the third place. Each of the cutters on crossing the Firth to the Ashton boat, were treated to an immensity of canvas, and the race that ensued was an enthusiastic one. The Satanella, Fairlie, Vampire, and Lizzie were in a line, while the Glide was lying to windward well up. As they neared the boat in Ashton Bay an extremely grand contest between the Glide and Lizzie occurred as to which should turn the boat first, and the manner in which both vessels canted caused a degree of alarm on board the steamer as to whether they would weather the breeze. The Satanella was the first round, but taking the shore too closely all at once lost the wind, and

became stationary for a few moments, while the other cutters, taking advantage, headed out. The Glide, too, appeared to be in a complete mess at the boat for a time, and the Lizzie went forward in company with the Fairlie and the Vampire. The Satanella, overcoming her difficulty, headed out also, and was soon again the leader, the others keeping in a cluster closely pursuing. This position, however, she did not long maintain, for while beating down to Skelmorlie she again got into difficulty, which threw her so far behind as to prevent her again retrieving her position. After rounding the Skelmorlie boat the Lizzie, Vampire, and Fairlie were together, but the former passed the Innellan boat first, and was followed by the Vampire and Fairlie, with the Glide a long way behind. They passed the Commodore's yacht in the first round thus :—Lizzie, 2h. 34m. 54s. ; Vampire, 2h. 35m. 44s. ; Fairlie, 2h. 37m. 31s. ; Glide, 2h. 43m. 13s. ; Satanella, 2h. 47m. 15s.

After getting round the Holy Loch boat in this order, the Vampire about half way across the Frith cleverly passed the Lizzie into first place and immediately afterwards set a spinnaker, which example was not long in being imitated by the Lizzie, the latter cutter also hoisting a balloon topsail, but lowered it again before proceeding very far. The Vampire being exceedingly well managed went round the Ashton boat first in clipping style with the Lizzie in pursuit, and the Fairlie closely following. The Glide and the Satanella still remained in the rear. After rounding, the Fairlie made an exceedingly long tack towards the Holy Loch while the Vampire and Lizzie headed more down the Channell. The Fairlie was the first to put about but had not gained much by the time the other two vessels put about, which they did in a few minutes afterwards. The Satanella took the Ashton side, and contrived by short tacks to come up with the other cutter at the Cloch Point. In this however, she failed. The Glide had remained still behind. The Vampire continued to lead to the Innellan boat and rounded it about $1\frac{1}{2}$ minutes before the Lizzie, and finally went in the winner in the final round as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Vampire	4	20	49	Fairlie	4	32	31	Satanella	4	36	36
Lizzie	4	23	48	Glide	4	39	51				

The club gave an extra prize of £5 to the first 15-tonner that arrived, and this fell to the Fairlie.

A purse of £10, for yachts of any rig above 5 and not exceeding 10 tons. Time race. Course, 14 miles, from Dunoon to Hunt's Quay, thence to Ashton Quay, then to Bullwood buoy ; twice round. The following started :—Vision cutter, 9 tons, M. Carswell, Esq. ; Riple cutter, 9 tons, J. M. Forrester, Esq. They started at 12h. 40m.

and the first round was completed by the Vision at 2h. 30m. 26s., and by the Ripple at 2h. 38m. 4s. The final at :—Vision, 4h. 32m. 48s.; Ripple, 4h. 41m. 2s.

A purse of £5, for yachts of any rig not exceeding 5 tons ; time race ; course seven miles, for which Linnet wherry, 5 tons, W. York, Esq.; Gitana cutter, 5 tons, J. C. Kemp, Esq., started at 1h. 27m. 31s., and the Linnet led all the way, and the competitors arrived at :—Linnet, 4h. 2m. 33s.; Gitana, 4h. 5m. 15s.

Steam yacht race for £5 : Gazelle, M'Bride, Port Glasgow, 1st ; Deer, Mr. D. Crawford, Tighnabruaich, 2nd.

Sailing by open boats and rowing matches concluded the day's sport.

THE ROYAL NORTHERN YACHT CLUB REGATTA.

FIRST day, Tuesday, July 14th.—The annual regatta of the above commenced on the Clyde at Rothesay. The club, like the Caledonian Hunt, holds its races at different places every year, alternatively visiting various points of the Clyde, and distributing its favours among the many watering places on the West Coast. The Club is the most important and flourishing one north of the Isle of Wight, and a very large number of yachts are attached to it; whilst its annual regattas have invariably attracted the most famous clipper yachts afloat. This year, Her Majesty graciously presented a magnificent piece of plate to be sailed for, and this, combined with the extremely liberal programme issued by the committee, has attracted to the Clyde an unusually large number of well-known fast-sailing yachts. A local committee in Rothesay, when they were informed of the intended visit of the Royal Northern Club to the port on the present occasion, organized a series of rowing competitions; but they were much fewer in number, and the prizes much less valuable, than those promoted by the local committee at Greenock when the regatta took place there two years ago. The weather to-day was all that could have been desired for yacht racing. Early in the morning there was a strong breeze from the west, but the air was cold and raw for Midsummer. As the forenoon advanced, however, the wind calmed down a bit, the sun shone forth, and the weather was thereafter brilliant and warm. The wind, before the races commenced, veered round a point to the west-north-west, and up till one o'clock was admirably suited for yachting, when it freshened, giving a chance for a while to the sea-going vessels. But in the afternoon the breeze fell, and the races were finished under "light wind."

The course was from the Bogany Point at the entrance to Rothesay bay, down the coast of Bute to Mountstuart Bay, where the yachts rounded a buoy and ran across the Firth of Clyde to a flag-boat moored opposite Largs quay, having rounded which they stood up the Clyde, along the Ayrshire coast to Skelmorlie, thence across a slant to Bogany Point. The first-class yachts sailed this course twice, and then ran from Bogany Point to Largs and back. The second-class yachts sailed the course twice, and the third-class vessels the course once and from Bogany Point to Largs and back, and the fourth-class yachts performed the circuit only once. The acting commodore was, in the absence of the Earl of Glasgow, Sir Michael R. Shaw Stewart, vice-commodore of the club, and his screw steam yacht, the *Varina*, was anchored off Craigmore, while the races were started from, and timed at, the club-yacht, the *Æolus*, which was moored at Bogany Point. The fine river steamer *Ardgowan* was engaged by the club, and aboard of it members and their friends were conveyed to see the races off Bute and Largs. Mr. C. Schaw, one of the stewards of the races, superintended the arrangements on board the steamer. The races were most interesting, and especially those between the second and third classes, most exciting.

Her Majesty's cup for first-class yachts, of any rig, of Royal yacht clubs, exceeding 40 tons. To start at half-past ten o'clock. Time race. Entrance £2. The following were the entries for this event:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1263	Oimara	cutter	162	C. J. Tennant, Esq.	Steele & Co.
1059	Mosquito	cutter	60	T. Houldsworth, Esq.	Mare
523	Fiona	cutter	78	E. Boutcher, Esq.	Fife
257	Condor	cutter	129	Major W. Ewing,	Steele & Co.

Although the race for Her Majesty's cup was set down in the programme to commence at half-past ten o'clock, it was near eleven o'clock before the first gun was fired as a signal to the competing yachts to come up in position. At 11h. 0m. 59s.; the second gun fired, and the *Fiona* inshore went past the commodore's yacht first, under mainsail, gaff-topsail, foresail and jib, the *Condor* coming next, a couple of boat lengths behind the celebrated clipper, and setting her big foresail as passed the commodore's yacht, the mainsail, gaff-topsail, and jib having been set in cruising about the bay. The *Oimara* under the same canvas was last, and to leeward. Almost immediately after leaving Bogany Point, the *Fiona* drew away fast from the *Condor*, under

influence of a steady westerly breeze. The Mosquito, which arrived in Rothesay bay on Monday, was coming up to Ascog Point, evidently with the intention of starting, but something went wrong with her mainsail, and becoming disabled, sailed back to Rothesay. It may be mentioned as an interesting fact that the Mosquito is the oldest racing yacht afloat, and was one of the most successful racers of her day. For several years she had been laid up, but this year was completely overhauled and refitted for racing purposes, and doubtless she will be heard of as a prize taker 'ere long. Reaching Schoolloch bay, Condor came up on the Fiona again, and even passed her momentarily, but the Fiona drew away as they neared the buoy, which she rounded, the leader, at 11h. 15m., but the Condor coming up, took the weather gauge of the Fiona, and shot to the front, the Oimara also coming to windward of Mr. Boutcher's yacht, passed her, and took second position, the Fiona having evidently fouled, or carried away something about her foresail, which was, after a time, doused. The three then stood across the Firth on the starboard tack, and the Condor and Oimara hoisted spinnakers, but the new sail did not prove advantageous to the latter, as she was speedily overhauled by the Fiona again, who in turn dropped astern before rounding the flag-boat off Largs Quay, where the Condor was first. In standing up the Firth closehauled something went wrong with the jib of the Condor, and the Oimara drew ahead, and the Fiona came up within a very short distance of the Condor before her jib was re-set; but the latter before rounding the Skelmorlie buoy, went up to her old position. The Oimara drew considerably ahead, and before reaching the commodore's yacht in the first round she had gained ahead nearly half of her time allowance, the three yachts passing the commodore's yacht at:—

	h. m. s.		h. m. s.		h. m. s.
Oimara	12 52 50	Condor	12 57 16	Fiona	12 58 16

There was nothing of interest in the next round, and the yachts retained the same position, except that the Oimara increased her lead, and the yachts finished the second round at:—

	h. m. s.		h. m. s.		h. m. s.
Oimara	2 37 40	Condor	2 46 1	Fiona	2 52 54

and the third round at:—

	h. m. s.		h. m. s.		h. m. s.
Oimara	4 19 17	Condor	4 29 53	Fiona	4 36 41

The Oimara having finished the course 17m. 23s. before the Fiona,

and won Her Majesty's Cup, the time allowance of the Fiona having been only eleven minutes. The Fiona, however, beat the Condor for second place, after deducting her time allowance.

A purse of £40 for second-class yachts, of any rig, of any royal yacht club, exceeding 20 and not exceeding 40 tons. Time race. To start at eleven o'clock. Entrance £1. The entries for this race were:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
345	Denburn.....	cutter	31	S. King, Esq.	Fife
1452	Reverie	schooner	41	J. Courtauld, Esq.	Steele
	Dinorah	cutter	40	T. D. Keogh, Esq.	Fife
802	Kilmeny	cutter	30	P. S. French, Esq.	Fife
8	Aglaia	schooner	45	F. Powell, Esq.	Steele & Co.
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
	Avon	cutter	30	W. Wylie, Esq.	Fife

When the gun went for the second-class yachts to start, at 11h. 27m. 28s., the whole of the seven entered came up in beautiful style, and a very pretty start was effected—the Muriel, under mainsail, gaff-topsail, foresail, and jib, taking the lead inshore; with the Denburn, under same canvas next; the Aglaia third; and the Avon, to windward of the schooner, hugging her larger rival; the Dinorah next; the Reverie sixth; and the Kilmeny, whose glory seems to have departed, last of all. Going down the Firth on the port tack, the Muriel and Denburn alternately piloted the way, but the first-named, at Schooloch Bay, drew away from the winner of the race on Saturday at the Clyde Regatta, and rounded the buoy at 11h. 41m., about half-a-minute before the Denburn, which was as much before the Aglaia schooner—the Avon having fallen a couple of cables behind. The Dinorah was fifth, the Reverie next, and the Kilmeny rounded at 11h. 43m. 30s. The wind seemed to die away, and the Denburn fell astern of the Aglaia, which ran into second position, the Muriel still having the lead, and in standing across the Firth, hung out a spinnaker. The Avon substituted a balloon jib for her ordinary jib, and the Kilmeny, half-way across the Firth, set a spinnaker and overhauled the Reverie. When the Large buoy had been rounded the breeze freshened, and the Muriel increased her lead, the Aglaia sailing second, while, after rounding the Skelmorlie flag-boat, the Denburn fell astern of the Kilmeny, which had in the meanwhile overhauled the Avon and Dinorah—the Avon next, the Dinorah sixth, and the Reverie last, in which position they completed the first round at:—

	h. m. s.		h. m. s.		h. m. s.
Muriel	1 39 50	Denburn.....	1 51 37	Dinorah	1 58 25
Aglaia	1 47 58	Avon	1 52 49	Reverie.....	2 0 7
Kilmeny	1 51 32				

In the second round the breeze became light, and the Kilmeny showed her powers of sailing in light winds by drawing ahead of the Aglaia, although the Muriel still kept her long lead and passed the commodore's yacht first. The Kilmeny in beating down to the winning point looked all over as if she would miss the buoy and have to make a short board in order to round it, but through the splendid seamanship of the "man at the helm," she was fetched up in beautiful style, and rounded the buoy, missed touching it by a very few feet. The Avon in the light winds also displayed all her sailing powers to advantage, and passed the Denburn, which won the race on Saturday in a good breeze, in which she shows her greatest strength. The Dinorah came next, having also sailed best with the strong winds, while the Reverie as usual was last. The whole finished as follows:—

	h. m. s.		h. m. s.		h. m. s.
Muriel.....	3 53 11	Aglaia	4 10 0	Denburn.....	4 15 35
Kilmeny	4 8 0	Avon	4 11 51	Reverie	4 27 21
				Dinorah not timed.	

The Muriel was declared the victor, for although she gave the Kilmeny a time allowance of 5m. 3s., and the Aglaia about 5m. 37s., she won by 14m. 49s.

A purse of £20, for first-class yachts of any rig, of royal yacht clubs, exceeding 10 and not exceeding 20 tons. Time race. To start at half-past eleven o'clock. Entrance 10s. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1052	Mora	cutter	15	W. B. Price, Esq.	Fife
1807	Vampire.....	cutter	20	T. Cuthbert, Esq.	Hatcher
872	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
475	Fairlie	cutter	15	R. Ferguson, Esq.	Fife
642	Glide	cutter	15	D. Fulton, Esq.	Owner
1397	Queen	cutter	15	W. R. Johnson, Esq.	Hatcher
1526	Satanella	cutter	15	D. W. Finlay, Esq.	Aldous
1459	Ripple	cutter	12	G. Murney, Esq.	Fulton
1764	Torch	cutter	15	G. B. Thompson, Esq.	Fife

With the exception of the Mora and Queen, which had not arrived, the whole of the above yachts started at 11h. 46m. 46s., the Lizzie passing the commodore's yacht first, the Fairlie second, the Glide third, Satanella next, the Torch fifth, Vampire sixth, and the Ripple last—and in sailing down towards Mountstuart bay the Vampire overhauled

the Torch, while the Ripple drew up on the last-named. About 12h. 3m.; the Lizzie rounded the buoy at Mountstuart Bay, and hanging out a spinnaker run across the Firth to Largs with a good breeze, the Vampire and Torch also setting their spinnakers—the whole fleet of yachts now forming a very beautiful picture on the Firth. After rounding the Largs buoy, and standing up the Firth, the Fairlie drew on, and sailed almost alongside of the Lizzie; and, with the exception that the Ripple had drawn near the Torch, there was no change in the position of the yachts. Having rounded the Skelmorlie flag-boat, the yachts beat down towards Bogany Point, the Vampire by this time having drawn up into the leading position, the Fairlie, which had doused her topsail to windward, second, Lizzie third, the others a long way astern, the whole completing the first round at:—

	h. m. s.		h. m. s.		h. m. s.
Fairlie	2 13 19	Glide	2 19 32	Ripple	2 22 56
Vampire	2 13 20	Satanella	2 22 1	Torch	2 25 45
Lizzie	2 15 5				

The Vampire and Fairlie, after rounding the Bogany buoy, evidently mistaking the course, stood as if for Mountstuart bay, while the Lizzie came round and took the right course. The Vampire and Fairlie gybed, and then proceeded in the direction of Largs, and the Fairlie cleverly weathering the Vampire, took the lead in the run across to Largs, hoisting a square-headed gaff-topsail. The Vampire and Lizzie in following in the wake of the Fairlie hoisted spinnakers, while the Glide which came up at this time, hoisted a topsail—the Glide a considerable distance astern, next to which was the Satanella, Ripple, and Torch. In standing up the Firth close hauled, the Fairlie was passed by both the Vampire and Lizzie, and there was no further change in the position of the yachts in the remainder of the round; the four timed coming in at:—

	h. m. s.		h. m. s.
Vampire	4 19 22	Fairlie	4 22 19
Lizzie.....	4 20 41	Glide	4 36 56

Satanella, Torch, and Ripple not timed.

After deducting the difference of time allowed by the Vampire, 23m. 23s., the Fairlie was declared the winner by 26s.

A purse of £10 for fourth-class yachts, of any rig, not exceeding 10 tons. Time race. Entrance 10s. The Vision, cutter, 9 tons, M. Carswell, and the Ripple, cutter, 9 tons, J. M. Forrester, Esq., started at 12h. 5m. 18s. The Ripple took the lead, and retained it in a light breeze and sea round Mountstuart Bar buoy and the Largs flag-boat, when the wind and sea increasing, the Vision overhauled the Ripple,

and repeated her performance of Saturday last at the Clyde Regatta, by winning by 6m., both passing the commodore's yacht thus:—Vision 2h. 48m. 19s., Ripple, 2h. 54m. 54s. Several rowing matches finished the day.

Second Day.—The visitors to the Regatta were few, and those few enjoyed—if they enjoyed anything at all—all the discomforts attending a rainy, squally, thick, raw day. Early in the morning the beautiful weather of Tuesday was succeeded by rain, and, the wind increasing to half a gale, the sea rose with it. The morning was consequently cold and raw, and those bent on a day of pleasure were sadly disappointed when, peeping out of bed-room windows, they observed the signs of the weather. Some talk occurred as to the postponement of the regatta; but as many of the yachts had to leave for the purpose of taking part in the Dublin aquatic festival, the fear of an adjournment of the sport, was dispelled.

After embarking on board the steamer which was chartered to convey the members of the Club to witness the races, it was found that the weather was so thick that we could scarcely see three hundred yards ahead; but before the time advertised for commencing the races, the wind, which blew from the west-south-west had lulled somewhat, making an agreeable wholesail breeze. The races were late in starting, and everything, in consequence, was rendered somewhat uncertain and unpleasant. However, a storm being the "visitation of God", as the bills of lading say, the unfavourable events which despoiled any pleasure to be derived after the "dirty" weather is taken into account, could not be remedied; but the Club endeavoured to do everything in their power to pass the time on board by engaging the excellent band of the 100th (Prince of Wales) Regiment, which under the leadership of Mr. M. Walsh, performed a select programme of music, though it must be confessed under rather disagreeable circumstances. In the afternoon the weather moderated considerably, and for a few minutes there was a blink of sunshine; but rain again came on, and the wind increased to a squall, which sent the yachts spanking through the water. About six o'clock however, the variable weather again changed; the sea went down, and the wind calmed, insomuch that, when the schooners and second-class cutters were last observed, they were becalmed in Largs bay. Sir M. Shaw Stewart, Bart., again discharged the duties of Commodore, and Mr. Forrester of the Ripple, superintended the arrangements on board the Ardgowan. The following is a description of the races so far as they could be observed:—

A purse of 75 sovs. for first class yachts, of any rig, of Royal Yacht Clubs of 75 tons. Time race. To start at half past ten. Entrance £2. For this the following yachts were entered:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1263	Oimara	cutter	162	C. J. Tennant, Esq.	Steele & Co.
523	Fiona	cutter	78	E. Boucher, Esq.	Fife
259	Condor	cutter	129	Major W. Ewing.	Steele & Co.

Just about 11 o'clock the first gun was fired, signalling the yachts to come up in position, but only the Oimara and Condor appeared at the entrance to Rothesay bay; and the Condor on the report of the gun being heard, stood inshore towards the Commodore's yacht, and was evidently going to round the flag-boat and make a short board in order to commence when the final gun was fired, but the boom of the signal gun was heard just as she was opposite the flag-boat, and she was compelled to gybe and get on the proper tack. Meanwhile, the Oimara came up, and having a way on her, got a good position, both yachts leaving Bogany Point in beautiful style—Oimara to windward of the Condor. As the two cutters sailed down the Bute shore on the port tack they formed one of the prettiest sights witnessed during the regatta—both drawing beautifully the whole of their immense spread of canvas, and neither for a time seeming to have the advantage of the other, while they were so close that the feat of handing a bottle of champagne from one yacht to the other—performed on Saturday at the Clyde Yacht Regatta as the first-class ones were rounding the Shoals' buoy—might have been easily repeated. Nearing Schoolloch bay, however, the Oimara, covering the Condor's sails, took the wind partially out of them, and she forged ahead, increasing her lead as they approached Mountstuart bay, where, however, the Condor getting the advantage of the rising breeze, began again to draw upon her rival.

Mountstuart bay having been reached, no flag-boat was to be seen where flag-boat ought to be, and this unfortunate circumstance destroyed what promised to be a most exciting race. Oimara put about, and the steward on board the Club steamer Ardgowan signalled the yachts to put back to the Commodore's yacht. The Condor then also put about, and both cutters going very prettily stood up the Clyde. When at Schoolloch bay, homeward, the schooners Aglaia and Persis were met by the Club steamer, and signals were made to them to return, which they also did to Bogany Point.

Arrangements were then made to run the races over again, and a new course was drawn out on the chart for the yachts. The first-class ones were ordered to run across to Largs, round the buoy there, stand up to Skelmorlie, and beat down to Bogany—going over this course three times. The schooners were ordered to perform the circle of the new course twice, the second-class cutters twice and a distance, the third class yachts once and a distance,

and the fourth once. For the Condor, it was just as well that the race was to be run over again, as the commodore decided that, in the previous start she had passed the flag-buoy at Bogany ten seconds before the starting-gun fired, and did not come round and pass the buoy again. This would have disqualified her from gaining the prize although she had beaten the Oimara. When a new start was effected at 11h. 12m. 24s., the Condor took the lead, and running across to Largs on the port tack, she was a long way ahead, both, in the run having set spinnakers in addition to mainsail, foresail, and jib. Nearing Largs bay, racing-foresails were hoisted, and the Condor rounded the buoy at 12h. 45m. 30s., the Oimara being about two minutes astern. They then stood up the Firth close-hauled, and the racing qualities of both cutters were beautifully shown. After rounding Skelmorlie buoy, and commencing to beat down to Bogany, the Oimara drew up on the Condor, eventually passed her, and finished the first round at:—

	h. m. s.		h. m. s.
Oimara.....	2 5 51	Condor.....	2 7 17

There was no change in the position of the yachts in the second round except that the Condor decreased the lead of the Oimara to only one minute and three-quarters, and both completed the course again at:—

	h. m. s.		h. m. s.
Oimara.....	4 3 21	Condor.....	4 5 4

And the race was finished at:—

	h. m. s.		h. m. s.
Oimara.....	5 55 3	Condor.....	6 2 17

Oimara had to give a time allowance of two minutes and fifty-six seconds to the Condor, but having completed the course more than the time before her rival, the Oimara was declared the winner.

The race for first-class cutters and yawls for 50 sovs. did not fill.

A purse of 56 sovs. for first-class schooners, of Royal Yacht Clubs, exceeding 40 and not exceeding 75 tons. Time race. To start at half-past eleven o'clock. Entrance £1. 10s. For this race the three schooners started as follows, at 12h. 28m. 39s:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1452	Reverie	schooner	45	J. Courtauld, Esq.	Steele & Co.
1325	Persis	schooner	71	T. Steven, Esq.	Fife
8	Aglaia	schooner	45	F. Powell, Esq.	Steele & Co.

The Aglaia took the lead, with the Persis a very short distance behind, but as the weather was so thick, nothing could be seen of their movements. The Reverie was from the first considerably astern, and the trio completed the first round as follows:—

	h. m. s.		h. m. s.		h. m. s.
Aglaia	2 46 5	Persis	2 46 40	Reverie	2 54 33

After passing Commodore's yacht, the Persis very cleverly went to the
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windward of the Aglaia, and took the lead afterwards, setting a square-sail and running across to Largs in grand style, and increasing her lead from the Aglaia, which in the run hoisted balloon jib—the Reverie still a long distance astern. The three finished the second round at :—

	h. m. s.		h. m. s.		h. m. s.
Persis	4 58 31	Aglaia	5 1 8	Reverie	5 13 36

As the evening advanced, the wind fell, and the schooners were becalmed in Largs Bay. They finished as follows :—

	h. m. s.		h. m. s.		h. m. s.
Persis (winner)	7 52 27	Aglaia	8 10 49	Reverie	8 23 0

A purse of 30 sovs. for second-class cutters and yawls, of Royal Yacht Clubs, exceeding 20 and not exceeding 40 tons. Time race. Entrance, £1.

The entries for the above were as follows :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
345	Denburn	cutter	31	S. King, Esq.	Fife
	Dinorah	cutter	40	T. D. Keogh, Esq.	Fife
802	Kilmeny	cutter	30	P. S. French, Esq.	Fife
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
	Avon	cutter	30	W. Wylie, Esq.	Fife

After the five were started, at 12h. 46m 26s., they ran across to Largs under a spanking breeze, the Muriel leading, with the Kilmeny second, the Avon next, the Denburn fourth, and the Dinorah last. In the round there was nothing of interest, we believe ; but in the mist nothing could be seen of the cutters, which passed the Commodore's yacht at.

	h. m. s.		h. m. s.
Muriel	2 56 31	Avon	3 2 41
Kilmeny	2 58 1	Denburn	3 6 20

The Dinorah gave up the race, seeing she had no chance. The Muriel, after rounding the buoy at Bogany, took in the jib and hung out a balloon jib, but it was not done very neatly, and more than once trailed in the water. The Kilmeny, following in the wake of the Muriel, hoisted for the run to Largs a balloon foresail. The Avon was third, and the Denburn some distance astern, last, and the whole completed this round at :—

	h. m. s.		h. m. s.
Muriel	5 4 52	Avon	5 22 50
Kilmeny	5 8 52	Denburn	5 24 58

In sailing the final round, Kilmeny carried away some of her head gear, and being unable to continue, bore up for Rothesay under foresail and jib. But for this accident, she would certainly have gained her time allowance from the Muriel, which was said also to have carried away something ; but owing to the weather this could not be seen. They finished in the following order :—

	h. m. s.		h. m. s.		h. m. s.
Avon (winner)	8 9 50	Muriel	8 17 8	Denburn	8 21 0

A purse of 15 sovs. for third-class yachts of any rig exceeding 10 and not exceeding 20 tons; time race; entrance 10s.

For this race, of which those on board the club steamer saw nothing, the following yachts were entered.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1807	Vampire...	cutter	20	Thos. Cuthbert, Esq.	Hatcher
872	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
475	Fairlie	cutter	15	R. Ferguson, Esq.	Fife
642	Glide	cutter	15	D. Fulton, Esq.	Owner
1397	Queen	cutter	15	W. K. Johnson, Esq.	Hatcher
1526	Satanella	cutter	15	D. W. Finlay, Esq.	Aldous
1459	Kippl	cutter	12	G. Murney, Esq.	Fulton
1764	Torch	cutter	15	G. B. Thompson, Esq.	Fife

Only three bore up to the Commodore's yacht to start, which was effected at 1h. 17m. 7s. The Vampire, we believe, took the lead from the start, and they finished the first round at :—

	h. m. s.		h. m. s.		h. m. s.
Vampire	8 39 16	Lizzie	8 39 24	Queen	8 43 6

In the last round the Lizzie carried away her bowsprit off Toward, and was forced to give up. The others finished at :—

	h. m. s.		h. m. s.
Vampire	5 58 29	Queen	6 12 40

The Vampire thus won, and repeated her performance at the Clyde Yacht Club Regatta.

CHESHIRE YACHT CLUB.

THE second match of this club took place on Saturday, the 3rd July. The prize was a pair of handsome silver goblets of the value of 12 guineas, presented by the club to be sailed for by yachts not exceeding 10 tons, belonging to members. The course was from off New Brighton round the South Powder Hulk moored off Eastham, thence round a flag-boat stationed off the south coast of the Herculeum Dock, and winning between the flag-ship and the New Brighton landing stage. Time allowance, one minute per ton. No restrictions as to canvas, and only two paid hands allowed.

The following yachts entered for the match :—Glide, 8 tons, J. W. Taylor; Petrel, 6 tons, W. W. Carson; Flirt, 7 tons, F. Wall; Isabel, 6 tons, F. Thompson; Florida, 5 tons, J. Bouch; Kate, 5 tons, C. Napier; Barra-

couts, 4 tons, Commodore ; Lillie, 7 tons, H. Cline; Dudu, 6 tons, J. M. Hay ; Brenda, 8 tons, D. Mc'Iver.

All the vessels took up their stations except Isabel and Lillie.

The Glide had the westernmost berth, the others following in the foregoing order. At 8h. 55m the preparatory signal was hoisted by Vice-Commodore G. Rae, Esq., on board his schooner Saraband, and punctually at four o'clock the starting gun was fired. The Brenda which canted to the westward was first off—all the others canted to eastward. There was a light breeze from the southward, and all the yachts except Petrel set large working topsails for the beat up the river. The Glide got off badly, and it was some minutes before her headsails and topsail were fairly set..

The Barracouta went about first, followed by the Florida and Dudu, and meeting Flirt on the starboard tack Barracouta succeeded in weathering her, but the other two had to give way. As the yachts continued making short tacks for the first mark-boat, several changes of position occurred, Brenda maintaining the lead, but with the little Florida in dangerous proximity and well within her time. The Powder Hulk was rounded as follows:—Brenda, 5h. 18m. 45s.; Florida, 5h. 21m. 0s.; Dudu, 5h. 25m. 0s.; Flirt, 5h. 26m. 0s.; Petrel, 5h. 29m. 0s.; Barracouta, 5h. 36m. 0s.; Glide, 5h. 37m.; Kate, 5h. 38m. 0s.

Immediately on rounding balloon topsails and spinnakers were in a requisition for the run to the flag-boat off the Herculeum Dock, Brenda getting well away from the Florida, and Dudu fast drawing up to her. As the leading yachts approached the second flag-boat the wind suddenly shifted to the northward, compelling them to set working topsails for a beat home. The Herculeum flag-boat was rounded as follows:—Brenda, 5h. 45m. 0s.; Florida, 5h. 49m. 0s.; Dudu, 5h. 49m. 4s.; Flirt, 5h. 54m. 0s.; Barracouta, 6h. 10m. 0s.; Kate, 6h. 13m. 0s.; Glide, 6h. 16m. 0s.; Petrel, 6h. 17m. 0s.

In the course of the beat down the Florida contrived to pass the Brenda, and when a couple of miles from the flag-ship she had a considerable lead independent of the time allowance. Brenda however, here appeared to become sensible of the extreme danger of her position, and made a gallant effort at the finish, and on the last two or three tacks she overhauled and passed the Florida in a most surprising manner: but it was too late, as the latter vessel passed the flag-ship just 5 seconds within her time allowance, the yachts being timed as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Brenda	7	8	50	Flirt	7	14	35	Glide	7	29	41
Florida	7	11	45	Petrel	7	28	14	Kate (not timed)			
Dudu	7	11	45	Barracouta.....	7	29	40				

The prize was presented to Mr. Bouch by the Vice-Commodore, who has charge of the race in consequence of the Commodore being engaged in it.

The race was a most exciting one throughout, and the result was doubtful until the last moment. The next match is to take place on the 7th August, each yacht to be steered by a member of the club.

ROYAL HARWICH YACHT CLUB REGATTA.

THIS affair came off on July 5th, and was well attended by yachts. The Committee boat (the cutter belonging to Mr. Tovell) was moored in the usual position, off the Guard, and the course was from her out of the harbour, passing between Beach End and Cliff Foot buoys, round the Cork Lightship, to a flag-boat moored off the Stone Bench, back to the harbour, and up the Stour, round a flag-boat moored off Shotley, and back, finishing off at the committee boat, twice round. All the flag officers of the club were present, the Commodore, Mr. James Goodson, and the Rear-commodore, Mr. P. Bruff, being on board the committee boat, whilst the Vice-commodore, Mr. E. Packard, sailed on board his own yacht, the Anita.

There were three yacht matches, the first for a prize of £40 for the first boat, and a piece of plate value £10, (presented by the Vice Commodore) for the second; open to cutters exceeding 25 tons. For this only one yacht entered, the Surge, 54 tons, H. Bessemer, Esq., but in order to prevent the race falling through, two yachts which had entered for the third match were transferred to this, although less than the specified tonnage, and the entry stood thus:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1650	Surge	cutter	54	H. Bessemer, Esq.	Fife
1257	Oberon	cutter	20	L. G. Moore, Esq.	Milwall
451	Eudora	cutter	21	T. E. Twycross, Esq.	Wanhill

The starting gun was fired at 12h. 19m., wind S.W., so that they had a dead beat out of the harbour, but with the ebb to help them. The two smaller craft, were of course quickest with their canvas, the Oberon was the first to get her balloon topsail set, and with the Eudora, stood over for the Suffolk shore, the Surge, which was in slight difficulties, first with her mainsail, and then with topsail, standing on the port tack towards the esplanade. Eudora and Oberon in close company, led out of the harbour, and balloon jibs were the order of the day; but once outside the power of the Surge told, and she soon overhauled and passed the other two. The yachts passed the committee boat, on their way to sea the second time as follows:—

	h. m. s.		h. m. s.		h. m. s.
Surge.....	2 10 0	Eudora	2 14 30	Oberon	2 17 15

During the second round the wind southered, and the Surge gradually left the others and finished first by half an hour, winning the first prize. The time was:—

	h. m. s.		h. m. s.		h. m. s.
Surge	4 45 45	Eudora.....	5 15 30	Oberon... ..	5 22 50

The second match was for schooners and yawls, the prizes were £20 for the first, and £5 for the second. The entries were—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
53	Anita	schooner	43	E. Packard, Esq.	Simons
1802	Violet	schooner	33	R. Dames, Esq.	Aldous
63	Ariel	schooner	12	T. Read, Esq.	Halliday
1856	Waterwitch	schooner	21	H. Allenby, Esq.	Aldous

The start was at 12h. 41m. The little Ariel was very smart, and soon had mainsail, main-topsail, and jib set, and Water Witch quickly followed suit.—The Violet seemed sluggish, and the Anita found some difficulty in getting her main-topsail to stand, but all her other sails stood beautifully. The Ariel, with an enormous mainsail, intended for river work, drew ahead, and was the first round the Beach End buoy, the Water Witch next, and then the Anita, Violet being last. The Anita was the only one to carry a fore-topsail, but all set balloon jibs as they reached for the Cork. The Water Witch and Ariel kept their relative positions, but the Anita came up with them hand over hand, passing them in quick succession to windward, and led at the Cork by about a couple of minutes. They could just lay their course from the Cork to the Stone Bench, after gybing round which the Anita set her squaresail, and her example was followed by the Violet and Water Witch, the Ariel booming out her working jib. In the run dead before the wind into the harbour the Ariel again came into the second place, with the Water Witch's jib-boom about up to her quarter. The latter was coming up on the weather hand of the Ariel as they were preparing to haul their wind round the committee vessel when the Harwich Lass, a smack in one of the smack races, was coming close-hauled from the Stour. The Water Witch going free ought, of course, to have given way, but did not, and the consequence was that she and the smack met stem on, the result of the collision being the yacht's jib-boom was carried away, and her stem damaged, while the smack's bowsprit was broken off short. A man from each vessel was knocked overboard, but they were at once picked up unhurt, and the vessels also came in contact with the committee boat. This settled the Water Witch's chance for that day, and the only question now was whether the little Ariel would save her time from the Anita. The first round was completed:—

	h. m. s.		h. m. s.		h. m. s.
Anita	3 0 0	Ariel	3 11 0	Violet	3 14 0

The Anita continued gradually to leave the Ariel during the second round, and at the Stone Bench was 17m. ahead. Approaching the harbour the Ariel was for some time nearly becalmed, whereby her chance was completely extinguished, as it enabled her opponent to improve her lead considerably. In the Stour the Ariel got a better breeze, but she could not save her time, the finish being:—

	h. m. s.		h. m. s.
Anita	5 37 30	Ariel	6 16 3

The Violet did not complete the course. The Anita therefore took the first, and the Ariel the second prize.

The third match was for cutters under 25 tons, for prizes of £15 and £5. The entries were :—Ocean Pearl cutter, 14 tons, Capt. J. G. Lyne ; Mermaid cutter, 4 tons, F. Russell Esq ; Eva cutter, 21 tons, W. L. Low, Esq.; Blanche yawl, 19 tons, H. G. Lord, Esq.

The Mermaid did not start. The others were started at 12h. 56m., the Ocean Pearl, which carried a very large balloon topsail, being first off, but outside the harbour both Eva and Blanche passed her, and it was evident, unless one of them carried something away, that she was out of the race. The match between the Eva and the yawl (which was really the larger vessel, a quarter of her actual tonnage having been deducted), was very exciting, there never being more than a minute between them whilst they were out at sea the first time. The first round was finished :—

	h. m. s.		h. m. s.		h. m. s.
Eva	3 21 0	Blanche	3 22 0	Ocean Pearl ...	3 38 0

When they were outside for the second time the yawl passed the cutter, and at the finish the time was thus :—

	h. m. s.		h. m. s.
Blanche	6 23 10	Eva	6 26 10

The Ocean Pearl was from 20 to 30 minutes behind. The Blanche therefore took the first and Eva the second prize.

Editor's Locker,

THE FLYING CLOUD.

London, July 6th, 1869.

SIR.—In this month's number of the Magazine there are errors which I feel sure you would like corrected. In page 293 Flying Cloud is stated as 89 tons, Builder Ratsey instead of Inman. She sailed as 80 tons. In the R. T. Y. C. schooner match, she came in 5m. 13s. ahead of Witchcraft. In page 304, R. L. Y. C. match, you say that you did not hear whether Flying Cloud was objected to or not or whether she sailed under protest.

The facts are these, the owner of the Flying Cloud was up for the ballot of the Monday following the race, and he was not only not objected to by the Committee and the Owners of the Druid and Witchcraft, but was on the contrary kindly assisted by them to start. The owner of the Cambria did however, strongly object to the Flying Cloud starting, as the latter had beaten the Cambria by time on two former occasions, and only withdrew his protest at the last moment. Had he not done so there would have been no race, as the Vice-Commodore in the most handsome and sportsmanlike manner declared he would haul down his flag. With respect to the start I

request you kindly together with this letter, to insert into your next number my letter written to *Bell's Life* explaining the circumstances as they really occurred. In page 305 you say *Druid*, the breeze having slightly increased, passed out under the lee of *Flying Cloud*, whereas it is just the reverse, the wind having dropped off almost to a dead calm; the *Druid* came up to and passed *Flying Cloud* to windward.

I am, &c.,

To the Editor *H. Y. M.*

E. BATTERYMAN.

(Copied from *Bell's Life*.)

SIR—I should not have ventured to intrude on your valuable space had I not felt it my duty to rectify some statements which had been made with regard to the race of Saturday, June 19th, the more so as it would have been ungracious and ungrateful on my part to have made any observations on the starting arrangements of the Royal London Yacht Club's sailing committee, through whose kind endeavours, and through the liberality and sportsmanlike feeling of the owners of the *Witchcraft* and *Druid*, I was solely enabled to enter for the race, although not then a member of the club, but to which I now have the honour of belonging. I much regret having hindered the *Witchcraft* in canting, but the facts are simply these—that the *Cambria* (No. 4) had taken up a position so close to the *Witchcraft* (No. 1) that it was impossible for the two inside vessels to take up clear berths. Had the *Flying Cloud* canted as quickly as usual she must have lost her jib-boom on the *Cambria*'s quarter. The *Witchcraft*, for want of room, unavoidably canted on to the quarter of the *Flying Cloud*. I only ask, what would have happened if the *Druid* had been in the same line as ourselves, and in her station No. 2, between the *Witchcraft* and *Flying Cloud*? In conclusion, I must add that it is rather hard on my poor little craft that she was not considered worthy of a gun in the Channel Match last Monday, although she saved her time of all schooners except the *Egeria*, as she did last Saturday of both the schooners in the race.

Yours, &c.,

June 23rd, 1869.

E. BATTERYMAN.

REGATTAS AND MATCHES.

- Aug. 3. 4. 5 6.—Royal Yacht Squadron—Regatta.
 5.—Norfolk and Suffolk Yacht Club—Regatta at Oulton.
 7.—Cheshire Yacht Club—Third Match
 9. 14.—Royal Victoria Yacht Club—Regatta.
 10.—Great Yarmouth—Regatta.
 21.—Clyde Yacht Club—Corinthian Match.
 21.—Cheshire Yacht Club.—Fourth Match.
 24. 25.—Dartmouth Regatta.
 27.—Torbay Royal Regatta.

HUNT'S YACHTING MAGAZINE.

SEPTEMBER 1st, 1869.

THE ROYAL YACHT SQUADRON REGATTA.

IF there be one thing more than another which gratifies us in our local habitation, it is the annual gathering of the Lords and Commons at the return of August, on the land-locked waters of the south coast of England within sight of the towers of Osborne,

“For earth has no beauty so rare—
No spot that is dearer to me—
Let's enjoy then, the prospect so fair,
Our home near the deep heaving sea.”

Then it is that the amphibious race of sportsmen, after discussing the incidents of Goodwood and the various reminiscences of the past equestrian week, is enabled to turn his thoughts seaward with all the pleasurable recollections of the recreative enjoyment afforded by that healthful and practically useful pastime and amusement—yachting. But while we are indulging in reveries of the past, the hopes and expectations of our “sea-going gentry” instinctively wing their way into the future; and thus, in *anno* 1869 are we again found at our post, recording the events as they transpire from day to day during the Squadron's fifty-fourth anniversary. In doing so, let us first remark upon the extraordinary rise during the past month of the yachting thermometer, as it stood at Cowes in July; in order to assure our readers that from “variable”

it soon rose to "set fair." On the first of that month there was seen at therendezvous only twenty yachts of various dimensions, but on the eve of its departure no less than ninety-two lamps were observed on the forestay, suspended between sunset and sunrise, in accordance with the "Admiralty regulations," to warn strangers of their approach to the princely yachting fleet which was already *en attendance* upon that spectacle which was to follow.

The August month was ushered in on Sunday, and the church pennant was in the forenoon conspicuously displayed at the gaff end of H.M.S. Hector, Captain De Horsey, also a member of the Squadron then lying at the mouth of Cowes Harbour, as the guard-ship of honor to Her Majesty and the court—indicating that the jolly tars were at their devotions, and no doubt the chaplain reminded them that they were then assembled to commemorate one of the glorious pages in our naval annals—the 71st anniversary of the battle of the Nile; probably there was a thought also on shore that the day was commemorative of the abolition of slavery in England's colonies—be that as it may, we will say without prejudice that the thoughts of most persons were on the morrow. Without referring to, or quoting any further stereotyped expressions we most unhesitatingly say that no former Squadron's carnival—even the memorable one of 1851, when the "great revolution" of yachts followed the advent of that beauteous "sea bird" which, hatched in the western world, silently winged its way across the Atlantic to these waters—was there ever seen such a gorgeous fleet of lovely hulls and symmetrical forms as were displayed at the rendezvous on the present occasion. Every yacht club of England, Ireland, and Scotland was fully represented by the red, white, and blue burgees of commodores and vice-commodores, as also those of the maritime powers of France, Belgium, Austria, and though last not the least was that of the "starry anchor" of Vice-Commodore Bennett in the oft-named Dauntless of the New York Yacht Club. Thus verifying the local saying that at the Squadron's regatta—all the world was at Cowes, and in the following week would migrate to Ryde.

With these prefatory remarks we proceed to narrate the events which follow in succession—first placing before our readers the programme of the Squadron's amusements.

Monday, 2nd August.—The Cowes Royal Town Regatta, under the patronage of Her Majesty the Queen, H.R.H. the Prince of Wales, and the Nobility, Gentry, and Members of the Royal Yacht Squadron.

Tuesday, 3rd.—The day named for the race for H.M. Cup by yachts belonging to the R.Y.S. Yawls to have half their tonnage added and

cutters two-thirds of theirs added. Any vessel having won any royal prize at the Squadron's regatta in the last ten years to be *weighted* five minutes, and two or more royal cups eight minutes. Old Queen's Course, *i.e.*, from moorings off Cowes Castle—if ordered to the eastward they will round the Nab, thence return to the westward, passing to the southward of the Brambles Shoal, thence to round a flag-boat moored between the Lymington Spit and Yarmouth back to the Castle passing between Cowes Castle and the flag-boat moored off the same. If the signal be first to the westward, then the course to be reversed, which was subsequently the case.

Wednesday, 4th.—Race for the R.Y.S. prizes of £75 and £25—same course—for cutters belonging to any Royal Yacht Club.

In the evening the R.Y.S. annual dinner of the members and their friends at the Castle.

Thursday, 5th.—Race for the Town Cup, a piece of plate value £100, presented by the inhabitants of the town of Cowes to be sailed for under the direction of the Squadron's sailing committee, open to all yachts above 30 tons belonging to any royal yacht club. The Queen's course,—that is from Cowes round the flag-boat off Lepe, thence round the Warner and back to Cowes.

Fireworks in the evening.

Friday, 6th.—The R.Y.S. prizes of £75 and £25, for schooners and yawls belonging to any Royal Yacht Club—course round the Isle of Wight.

In the evening, the Royal Yacht Squadron ball.

By the above programme it will be seen that ample amusement for the week was afforded to all parties, leaving Saturday and Sunday as days of rest for Jews and Gentiles.

Commencing with Monday—the Town Regatta came off as a sort of prelude to what was to follow. This regatta being confined to boats and the small fry of the port and neighbourhood, was well cared for and enlivened the general public. The morning however was very unpropitious, inasmuch that copious rain descended, and bid fair to give the public an aqueous treat—but when Sol reached his zenith, matters changed and a very pleasant afternoon was the result. However, owing to the threatening appearance of the weather the intended fireworks was postponed until the Thursday following. There were twelve events in the Town Regatta—comprising boat racing, galley races, punt races, washing tubs, and one match for fishing boats—all which were of local interest, well contested, and therefore need no further remark than that tens of thousands of persons viewed the sports from the Prince's Green.

Tuesday, 3rd.—This day was inaugurated the Squadron's regatta, by the sailing for Her Majesty's Cup, according to the programme.

The following yachts were entered :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
243	Flying Cloud	schooner	75	Count Batthyany	Inman
1823	Vanguard	cutter	60	Colonel Verschoyle	Ratsey
1390	Psyche	cutter	45	A. Congreve, Esq.	Ratsey
1293	Pantomime	schooner	145	Lieut.-Colonel Markham	Ratsey
390	Egeria	schooner	152	J. Mulholland, Esq.	Wanhill
230	Christabel	cutter	52	Earl Annesley	Aldous
718	Hirondelle	cutter	68	Lord H. G. Lennox	Wanhill
15	Alarm	schooner	236	G. Duppa, Esq.	Inman
658	Guinevere	schooner	296	C. Thelluson, Esq.	Nicholson
74	Arrow	cutter	94	T. Chamberlayne, Esq.	Owner
36	Aline	schooner	215	R. Sutton, Esq.	Camper

In the forenoon the weather was inauspicious, a strong breeze prevailed from the southward and westward, and there was much sea on in the western channel, and up to the hour of the start, 10h. a.m., there was smart rain, but as the day advanced Sol shot out and a pleasant afternoon was the result. The course was announced to the westward. At 9h. 45m. the preparatory gun was fired and five minutes afterwards the start was effected, but the Alarm and Flying Cloud were left at their anchors. The yachts canted some for the north shore on the port tack, and others to the southward, but amidst the driving mist it was utterly impossible to signal any decided advantage until they were brought into position. The Psyche was the first to lead off, followed by the Vanguard, Pantomime, Hirondelle and the rest, but in turning to the westward, it was evident an unfortunate mishap had occurred to the Pantomime, which at 11h. 30m. returned to the harbour with her bowsprit gone and consequently her head gear also, rendered her *hors de combat*. The flood had now made, and the yachts having rounded the western mark-boat returned, passing Cowes Castle for the eastward in the following order :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Guinevere.....	12	15	30	Arrow	12	16	20	Hirondelle	12	28	0
Egeria	12	15	35	Vanguard	12	19	40	Christabel	12	31	0
Aline	12	16	0	Psyche	12	24	10				

The two latter yachts gave in having become disabled, the Hirondelle with the loss of the head of the bowsprit and the Christabel with damage to her head gear. The Pantomime lost her bowsprit when rounding the mark-boat off Yarmouth. We proceeded to Ryde and were enabled to time the yachts as follows :—

	h. m. s.		h. m. s.		h. m. s.
Guinevere.....	12 36 0	Aline	12 38 15	Vanguard	12 49 0
Egeria	12 38 0	Arrow	12 39 10	Psyche	12 55 0

In this order they stood for the East channel and rounded the Nab light vessel in the following order:—

	h. m. s.		h. m. s.		
Guinevere	1 16 15	Egeria	1 19 45	Vanguard.....	not timed
Aline	1 18 30	Arrow	1 24 15		

After rounding the Nab the yachts laid their reach on their return to the westward, and reached the goal as under:—

	h. m. s.		h. m. s.		h. m. s.
Guinevere	2 46 30	Egeria	2 55 0	Vanguard	3 12 20
Aline	2 48 50	Arrow	3 2 30		

The prize however was awarded to the Egeria by time allowance.—During the afternoon Her Majesty accompanied by the Princess Christian visited West Cowes, as did H.R.H. Prince Leopold, in the evening.

Wednesday.—The race for this day was for the Squadron's prize of £100,—viz., £75 for the first yacht in, and £25 for the second yacht—which may be said to be an honor for the first and no disgrace to the second. The old Queen's course—once round.

The following were the entries:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1263	Oimara	cutter	162	C. J. Tennant, Esq.	Steele
257	Condor	cutter	129	W. Ewing, Esq.	Steele
1540	Sea Bird.....	cutter	124	Count de Monceau	Hatcher
785	Julia	yawl	109	G. F. Moss, Esq.	Ratsey
74	Arrow.....	cutter	94	T. Chamberlayne, Esq.	Owner
523	Fiona	cutter	78	E. Boutcher, Esq.	Fife
718	Hirondelle	cutter	63	Lord H. G. Lennox	Wanhill
1823	Vanguard	cutter	60	Colonel Verschoyle	Ratsey
1867	Volante	cutter	59	H. Maudslay, Esq.	Harvey
230	Christabel	cutter	52	Earl Annesley	Aldous
1290	Psyche	cutter	45	J. Congreve, Esq.	Ratsey
358	Dione	cutter	44	Captain Anderson	Hatcher
1065	Muriel.....	cutter	40	H. Bridson, Esq.	Hatcher

The Julia, Condor, Vanguard, Sea Bird, Christabel, Hirondelle, Oimara, Arrow and Volante only came to the starting moorings, and the start was made at ten o'clock, and all went away under large topsails and lower sails. The Volante at first took the lead; but this did not last long, for the Vanguard was soon under way and became the leading vessel. The Julia then suddenly showed herself in front, weathered the Vanguard, and took the first place, and was soon leading at a rattling

speed; the rest being so close together that it was all but impossible to place them. It being a beat against tide, all the yachts made a board towards the north shore, but the Christabel was the first about on the port tack, and weathered all the rest. The Arrow next came about, and she was followed by the Julia, who had made a very long reach. The Vanguard reached the mark-boat and got round first, and the Arrow appeared to be the last. It was almost a dead heat on the run eastward and the large assemblage of persons who lined the shore from Cowes to Egypt-house were rewarded with a beautiful and most interesting sight, the yachts being all in a cluster like so many bees. At the Squadron Castle there were only seven minutes difference between the Sea Bird, the first, and the Hirondelle, the last yacht, while between the Oimara, and the Arrow there was scarcely any difference at all, many believing that it was quite a dead heat between them. In the other cases there were only fifteen seconds difference, showing how excellently the whole were sailed. Staggering along under a rattling breeze from W.S.W., with sheets eased off, and on the back of the east-going tide, they were now making short miles of it, and passed Ryde Pier head as under:—

	h. m. s.		h. m. s.		h. m. s.
Sea Bird	1 43 15	Arrow	1 46 40	Volante	1 50 25
Condor.....	1 44 20	Julia	1 48 35	Vanguard	1 50 32
Oimara	1 45 30	Christabel	1 50 20	Hirondelle	1 51 50

All carried balloon jibs. Off Ryde Roads the Volante, Oimara, and Christabel shifted their topsails, and the Vanguard her large jib, as did soon afterwards the Sea Bird. In the run out to the Nab the Hirondelle unfortunately came to irreparable grief by carrying away her topmast, and with it, apparently, the mainsail-gaff, putting her entirely out of the race. The Oimara, however, managed to gybe round the Nab light-ship first and Condor second, both having cut out the Sea Bird in going round. After being round all stood on for the Warner and Horse Sand Fort, and on passing the latter the Oimara and Condor luffed in towards the shoal, and shifted their balloon jibs for working ones, the Sea Bird, which had shifted her jib in running out, gaining upon them both during the manœuvre. Feeling the full pressure of the breeze in their favour, the Oimara and Condor, as they hugged the edge of the Ryde Sands with their sheets well flattened in, displayed their wonderful sailing powers when close-hauled to the wind, and spun along westwards towards the goal in Cowes Roads at a great pace, the Sea Bird—one of Hatcher's latest built cutters—sticking close to the shore, however, and looking dangerous. The Arrow, too, now that she had got all her sheets close in, and found herself in smooth water, with a fresh and steady breeze in her sails, came along after the leaders like

some water spirit. If all four, however, liked the state of affairs, the great Oimara seemed to make the best of it, and as soon as she got west of Ryde Roads walked away from the others hand over hand. The wind came out of Cowes harbour with increasing strength as the racers opened Old Castle Point, but the positions remained unaltered in any material degree, and the race was eventually finished by the Arrow winning the first prize of £75 by fifty seconds from the Volante; the latter won the second prize of £25, the times being:—

	h. m. s.		h. m. s.		h. m. s.
Oimara	3 55 24	Arrow	4 4 43	Vanguard	4 19 45
Condor	4 0 8	Julia.....	4 12 2	Christabel	4 23 38
Sea Bird	4 3 45	Volante	4 17 7		

In the evening the anniversary dinner of the members and their friends took place at the Squadron's Castle under the presidency of the noble Commodore. Among the company present were Vice-Commodore Bennett of the American Yacht Dauntless belonging to the New York Yacht Club, and Messrs. Jerome, Knapp, and other American gentlemen who accompanied the American Vice-commodore across the Atlantic.

Thursday.—This was the third day of the Squadron's movement, and according to the programme the day was set apart for the Town Cup, an elegant piece of plate of the value of £100. The following is a list of the entries:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1823	Vanguard	cutter	60	Colonel Verschoyle	Ratsey
1867	Volante	cutter	59	H. Maudslay, Esq.	Harvey
1293	Pantomime.. ..	schooner	145	Colonel Markham	Ratsey
36	Aline	schooner	215	R. Sutton, Esq.	Camper
15	Alarm	schooner	236	G. Duppa, Esq.	Inman
184	Cambria	schooner	193	J. Ashbury, Esq.	Ratsey
1263	Oimara	cutter	162	C. J. Tennent, Esq.	Steele
543	Flying Cloud	schooner	75	Count Batthyany	Inman
358	Dione	cutter	44	Captain J. Anderson	Hatcher
74	Arrow	cutter	94	T. Chamberlayne, Esq.	Owner
390	Egeria	schooner	152	J. Mulholland, Esq.	Wanhill
257	Condor	cutter	129	W. Ewing, Esq.	Steele
785	Julia	cutter	109	G. F. Moss, Esq.	Ratsey
1090	Psyche	cutter	45	A. Congreve, Esq.	Ratsey

The Fiona, Muriel, Christabel, Guinevere, and Hirondelle cutters, with the Bella Donna schooner, also entered for the race, but were not found among the starters.

At ten o'clock precisely the starting gun was fired, and the yachts having displayed with alacrity their canvas, canted round, the cutters to southward and westward, and most of the others, to the northward and westward, carrying with them a splendid breeze from N.N.W., veering to N.N.E. occasionally. The scene before us was somewhat exciting, the whole fleet under a crowd of canvas, in a cluster that no positive preference could be given as to which had the lead, various was the opinion of those who had assembled at the castle foot "to take sights." After the lapse of a few minutes, when brought into something like order, the Vanguard and Volante appeared to draw out, but the Arrow having set her gaff-topsail passed to windward of the Flying Cloud. The Alarm appeared slow in her movements as did also the Pantomime, who had received a new bowsprit, which some wag said had not been wetted. On reaching the Lepe buoy the Arrow was the first round, and having got the lead by a few minutes resolved not to part with it. Upon returning to the eastward we timed the Arrow as having a lead of three minutes, the time being:—

	h. m. s.		h. m. s.		h. m. s.
Arrow	10 27 10	Aline ..	10 32 10	Dione	10 35 12
Julia	10 30 10	Volante	10 33 10	Vanguard ...	10 35 20
Psyche	10 31 2	Egeria	10 33 25	Alarm	10 40 40
Condor }	10 32 0	Flying Cloud	10 34 0	Pantomime ...	10 41 28
Oimara }		Cambria	10 35 10		

By which it will be seen there was only about a-quarter-of-an-hour difference from first to last; the greatest gap being between the Arrow and Julia, which, as the yachts bowled away to the eastward, was considerably increased, and a few of them changed positions.

On passing Ryde Pier the Arrow still led the fleet, increasing her distance every stride she took, and the following is the time on passing Ryde:—

	h. m. s.		h. m. s.		h. m. s.
Arrow	11 16 50	Egeria	11 25 50	Psyche	11 31 50
Julia	11 22 58	Oimara	11 26 3	Volante	11 34 53
Aline	11 23 7	Alarm	11 27 0	Vanguard ...	11 35 18
Cambria	11 28 47	Condor	11 27 50	Pantomime...	11 40 30
Flying Cloud	11 24 11				

In a few minutes they had entered the East Channel, and here a slight alteration in their positions took place prior to rounding the Warner light vessel which was effected as under:—

	h. m. s.		h. m. s.		h. m. s.
Arrow	11 50 30	Flying Cloud	12 7 30	Oimara ...	12 11 5
Cambria	12 4 50	Julia	12 8 0	Egeria	12 11 5
Aline	12 5 40	Alarm	12 10 0	Condo.....r	12 15 5

The rest not timed.

After passing the Warner, the Arrow stretched towards the Isle of

and went away with about a quarter-of-hour's lead of the others, each doing their best to work to the westward. About 1h. 40m. when the yachts were working through Spithead, the breeze freshened a little, and each made the most of it, when off Ryde Pier the Vanguard and Volante were struggling hard to gain advantage, and it was neck and neck with them. The Arrow was still leading, and on completing the first round of the course they were timed as under:—

	h. m. s.		h. m. s.		h. m. s.
Arrow.....	2 10 0	Cambria	2 37 50	Julia	3 8 10
Aline	2 25 0	Egeria	2 45 0	Volante	3 9 5
Condor	2 30 35	Alarm	2 45 47	Vanguard	3 13 25
Oimara	2 30 35	Flying Cloud ...	3 7 50		

As there was above an hour between the old Arrow and the Vanguard it was useless to time the remainder.

The breeze had now decreased considerably and the second round of the course was performed under similar circumstances as the first, with the exception that the wind had moderated. The second return to the goal was as under:—

	h. m. s.		h. m. s.		h. m. s.
Arrow.....	6 12 50	Condor.....	6 27 0	Cambria	6 36 50
Aline	6 18 30	Alarm	6 33 50	Egeria	6 47 30
Oimara	6 19 20				

By which it will be seen that the Arrow carried off the Town cup of 1869, without claiming the allowance to be allowed her by the Aline and Oimara in case of need.

In the evening there was a brilliant display of fireworks ashore and afloat, and myriads of visitors came out to see them.

Friday.—This was the fourth and last sailing match day of the Royal Yacht Squadron, the prizes being similar to those of Wednesday, but this race was between schooners and yawls belonging to any royal yacht club. The course on this occasion was round the island. A pleasant breeze prevailed throughout the day from the northward in the Solent, but outside, from the Needles to St. Catherine's the wind was paltry, to the eastward of Rocken-end there was some smart squalls from the eastward with rain, which however were not of long duration. Several steamers freighted with passengers accompanied the match, among whom was the celebrated Vectis, under the command of Capt. Muston, and to whom we are indebted for the kindness shown our correspondent and other members of the press, in running the steamer to the various positions in the race, thus enabling us to give the correct time when passing the points of interest. The following yachts were entered for this match:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
390	Egeria	schooner	152	J. Mulholland, Esq.	Wanhill
184	Cambria	schooner	193	J. Ashbury, Esq.	Ratsey
36	Aline	schooner	215	R. Sutton, Esq.	Camper
15	Alarm	schooner	236	G. Duppa, Esq.	Inman
658	Guinevere	schooner	296	C. Theilsson, Esq.	Nicholson
1293	Pantomime	schooner	145	Colonel Markham	Ratsey

Bella Donna and Flying Cloud entered but did not start.

The time allowance was as follows:—

		m.	s.			m.	s.
Guinevere allows	Alarm	5	40	Aline allows	Egeria	8	39
"	" Aline	8	2	"	" Pantomime	9	48
"	" Cambria	10	45	"	" Bella Donna	14	30
"	" Egeria	16	40	"	" Flying Cloud	26	48
"	" Pantomime	17	50	Cambria allows	Egeria	5	55
"	" Bella Donna	22	32	"	" Pantomime	7	5
"	" Flying Cloud	34	23	"	" Bella Donna	11	47
Alarm allows	Aline	2	22	"	" Flying Cloud	23	38
"	" Cambria	5	5	Egeria allows	Pantomime	1	10
"	" Egeria	11	0	"	" Bella Donna	5	52
"	" Pantomime	12	10	"	" Flying Cloud	17	43
"	" Bella Donna	16	52	Pantomime allows	Bella Donna	4	42
"	" Flying Cloud	28	43	"	" Flying Cloud	16	33
Aline allows	Cambria	2	43	Bella Donna allows	Flying Cloud	11	51

At 10h. a.m., the start was effected, with a fair breeze from the northward and on the half-ebb. The yachts got away well together; and on passing down the Solent the wind gradually decreased. Egeria off Yarmouth, followed by Aline, Cambria, Alarm, Guinevere, and Pantomime, all of them nearly becalmed. A few catspaws brought the stragglers up, and upon reaching Alum Bay about 11h. 45m., a light breeze sprang up, which gave them progress and they jibed round the Needles thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Aline	11	50	0	Egeria	11	55	40	Guinevere ...	12	5	45
Cambria	11	54	49	Alarm	11	59	25	Pantomime ...	12	18	30

After rounding the Needles rocks the breeze was lost to them under the high land, and a calm followed, but on gaining a better offing and upon approaching Freshwater Bay the breeze freshened from E.N.E., and as it reached them each took advantage of it, Egeria, Aline, and Cambria, leading at 12h. 20m., the Guinevere crawled up on the Egeria's weather, and off Atherfield a change of positions again occurred. Abreast of Black Gang, Alarm drew ahead, and closed on the Aline, and on rounding St. Catherine's the following will denote their respective positions:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Alarm	2	14	0	Cambria	2	17	15	Guinevere	2	21	45
Aline	2	16	5	Egeria.....	2	20	40	Pantomime not timed.			

The south-east part of the island from St. Catherine's to Dunmose, they sluggishly crawled along the coast, but a squall from the E.S.E., headed the yachts, and Guinevere suffered a loss of ten minutes by taking the ground. She however managed to get clear on the flood and continued, the Aline at length weathered the Alarm which latter stood far out, and when off Sandown Bay the Cambria took the lead. The Aline weathered the Bembridge handsomely at 4h. 15m., the Cambria being a couple of minutes astern of the Aline. At this time the others were at least a mile astern of them and the further progress of the yachts in the paltry breezes was somewhat tedious until they reached Cowes which was as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Aline	6	24	0	Alarm.....	6	44	10	Guinevere	7	7	10
Cambria	6	32	15	Egeria.....	7	6	5				

The Aline took the first prize and Cambria the second prize.

In the evening the R.Y.S. ball took place at the Castle which was more numerously attended by the *élite* of the land than on any former occasion. Thus ended the doings of the Squadron in the time named, leaving the next aquatic event for the following week to take place at Ryde.

The following is a list of the principal yachts which have been des-cried during the week at the rendezvous:—The Nyanza Eöthen, Fair Rosamond, Helen, Florence, Ferida, Volage, Lufra, Jessica, Eugenie, Hirondelle, Guinevere, Nymph, Diadem, St. Ursula, Aline, Gelert, Pantomime, Koh-i-noor, Mayfly, Surprise, Brilliant, Ione, Morgiana, Pauline, Clutha, Caprice, Psyche, Fox, Deerhound, Christabel, Dauntless, Maia, Viking, Diana, Amulet, Belladonna, Otter, Glance, Tepsichore, Fenella, Sea Bird, Dawn, Evadne, Kingfisher, May Queen, Mischief, Moonbeam, Mystery, Royal yachts Elfin and Alberta, Heloise, Volante, Enchantress, &c.

We had almost omitted to note that on Tuesday after the match had terminated, the Guinevere on proceeding to her moorings had the misfortune of losing one of her day's crew, who was swept off the bowsprit, and although every exertion was used to save him it was ineffectual, his name was Sothcote and he leaves a widow and five children. A subscription was immediately set on foot, and upwards of £200 has already been collected.

ROYAL WELSH YACHT CLUB REGATTA.

THERE seems a fatality in fixing the days for the Welsh aquatic festival, at least it may safely be said so of the last three years, as year after year for that period something uncommonly like a gale has preceeded the Welsh Yacht Club Regatta. This year the fixture was somewhat earlier than usual, with the view of accommodating the Irish clubs, but in however complimentary a manner one club may be disposed to act towards another it was quite clear that anything like sentiment is as far removed from the feelings of old *Æolus* as can possibly be conceived, for in the year of grace '69 he was rather more rude and uncourteous than ever. On Tuesday night our friend began to tune up, and by the time of an early breakfast on Thursday he had worked himself into such a state of excitement as to make the prospect of racing in such weather anything but a pleasant pastime.

The consequence of this freak, or we may rather say consistency, on the part of old *Æolus*, was that very few yachts appeared off the clubhouse on July the 30th, and we only noticed *Nora Creina* and *Puffin*, s.s.; *Ariadne*, schooner, as also *Dart*, schooner, a new addition to the R.W.Y.C. fleet but *not* to the Yacht List, with the yawl *Amber Witch*, and cutters *Lizzie*, *Kittiwake*, *Phasma*, *Anemone*, and *Corsair*, a craft of early design but evidently rebuilt on the old lines by some very conservative owner.

As we have said the weather was bad, very bad, wind at S.W., threatening showers, and barometrical pressure of very unpleasant denotation, in fact it looked so indifferent on Friday morning as almost to put an end to the idea of carrying out the regatta; towards 11 o'clock however a better state of things dawned, and the wind became much more moderate, when the stations for the R.W.Y.C. cup, value 50 guineas were drawn by—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
43	<i>Amber Witch</i> ...	yawl	51	J. McCurdy, Esq.	Wanhill
1862	<i>Lizzie</i>	cutter	20	C. H. Coddington, Esq.	Hatche
276	<i>Corsair</i>	cutter	26	E. Price, Esq.	Owner
810	<i>Kittiwake</i>	cutter	20	Captain Iremonger	Owner
1356	<i>Phasma</i>	cutter	34	T. Lloyd, Esq.	Ratsey

Of these the *Lizzie* and *Corsair* did not start, but the others took their stations in the order named. The yawl had whole mains

jigger, and second jib, with whole foresail. The Phasma being also with whole mainsail, foresail, and second jib, while the little Kittiwake had to harden down a reef and take one also in the foresail and put the third jib on her bowsprit, and with this canvas she had to meet her formidable antagonists—all of course with housed topmasts. The course round Chequer buoy off the Bar, back round flag-boat off Plas Brereton, thence to boat off Belan, and in to win by flag-ship.

The second gun fired at 12 o'clock when the Amber Witch got a great start by refusing to obey the orders to come into her proper place abreast of the club-house, where the other two had taken up their station, a little piece of—what shall we call it?—Tactics—that would assuredly have lost her the cup had she won the race under such circumstances, as a protest must have held good against her and with an addition to the verdict of "serve her right." Being two tacks to windward of the others, with a dead beat before them, the Amber Witch took a commanding lead, followed by the Kittiwake and Phasma second and third. For the first two miles the little cutter did very well, holding her own dead to windward with the Phasma and gradually creeping up to the yawl, being in fact close to her off Belan, here however her bolt was shot as the wind became stronger, and the roll of the bar to tell sadly against the smaller vessel, so that first she was passed by Phasma and then she began to fall astern of the yawl.—In a short time the Phasma played the Amber Witch the same trick, so that from having occupied the last she now occupied the first position, and the way she went along to windward proved her a very fast vessel on that point of sailing. In this order they stood on toward the bar, wind still on the increase, the Chequer buoy, the first mark, being rounded:—

	h. m. s.		h. m. s.		h. m. s.
Phasma.....	1 5 0	Amber Witch	1 6 30	Kittiwake.....	1 10 0

It was now off sheets and up topsails and they all three went streaming along at a fearful bat, Amber Witch fast hauling on the Phasma and going into first place off Carnarvon, past which they raced in hot haste, the Kittiwake shaking out her reef and setting second jib, thus struggling against fate, as the case was in reality hopeless, as with only a quarter of a minute's time she was already knocked out of time, though in the run to the flag-boat off Plas Brereton she had lost nothing with Phasma, the flag-boat being rounded:—

	h. m. s.		h. m. s.		h. m. s.
Amber Witch	1 37 0	Phasma	1 38 30	Kittiwake	1 44 0

Amber Witch and Kittiwake dowsed topsails, the Phasma keeping her

jib-header on end, while all flattened their sheets for the beat back again to Belan, the Phasma again weathering each tack on Amber Witch and gradually overhauling her, obtained the pride of place by the time they had got half way back to Belan, rounding that flag-boat a minute before the yawl, and nine minutes before the Kittiwake. The race eventually terminating :—

	h. m. s.		h. m. s.		h. m. s.
Phasma	2 29 30	Amber Witch ..	2 29 40	Kittiwake.....	2 39 30

The Phasma winning the cup with time in hand.

The next race was for the R.W.Y.C. cup, value 25 guineas, for which the following vessels were entered :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
139	Bijou	cutter	11	R. D. Kane, Esq.	Wanhill
	Dart	schooner	27	P. Jones, Esq.	
51	Anemone	cutter	16	T. Turner, Esq.	Robinson
	Banshee	cutter	8	D. McIver, Esq.	

Of these the Bijou and Banshee did not put in an appearance, the former having been towed into Holyhead disabled the previous day, and the latter having been deterred from putting in an appearance through stress of weather, but the owner of the Echo kindly entered his vessel to make up a race. It was nearly two o'clock before they could be properly marshalled, much delay having been occasioned by the Echo being totally unprepared for racing, but they eventually got off together and a good start was effected. The old Anemone soon shewed to the front as the dead beat to windward told against the schooner, and the Echo being a much smaller boat could not in such a breeze hold her own with the old racer. The course was round the flag-boat off Belan, keeping inside the bar, as the ebb tide on the S.W. wind raises a nasty sea almost unsafe with small craft, in fact in a breeze there are few wilder courses than the same Carnarvon Bar. On nearing the Belan flag-boat it was seen that the old Anemone had already out-distanced her competitors, and when getting back to Carnarvon both the Dart and Echo gave up, leaving the Anemone to walk over the remainder of the course and secure the cup, and though her owner had an easy victory this time, no one is more deserving of a cup, as he is ever ready to promote sport and sail his boat in a strictly fair and honorable way.

There was a sweepstakes and donation from the club for yachts and pleasure boats under 10 tons, which was won by Mr Griffith's Fiona, beating Mr Taylor's Nimble Thimble, and Mr. Humphrey's Nautilus.

The gentlemen's amateur race for four-oared gigs was won after a most exciting contest by the Liverpool crew.—A ball in the evening, when the cups were presented to the fortunate winners by the indefatigable Vice-Commodore, completed a gathering which though begun under unfavourable auspices, on the whole passed off remarkably well.

ROYAL WESTERN YACHT CLUB REGATTA.

THE regatta commenced July 27th, and though the Sound was crowded with innumerable craft, the courses were well kept. The appearance of the Hoe—perhaps the finest promenade in England for the purpose—was most animated. The bands of the Royal Marines and South Devon Militia, under Mr. W. Winterbotham and Mr. Fly respectively, attended and played at intervals, to the delight of very large audiences. The Hoe was studded with refreshment booths, roundabouts, and so forth. The accommodation for the committee was rather limited. Hitherto the naval authorities have supplied lumps gratuitously, but this year for the loan of a much less convenient vessel than usual, payment is asked. The want of a second hulk was much felt, and certain members of the committee engaged a schooner, from which the rowing boats were started. During the day there was a stiff south-west breeze, and the racing was watched with interest. One accident occurred, by which six marines and a boy were immersed. They were in a boat which got in the way of the *Rose of Devon*, a yacht of 137 tons, which had just finished a race, and the boat was run down and sunk. One of the marines managed to climb on the bobstay of the yacht, and was thus rescued; the others were soon picked up by boats, and taken by Captain Lovett on board his craft.

The course for the yachts was through the eastern channel of the breakwater, round a mark-vessel moored off the Mewstone, thence to another mark-vessel off Penlee Point, leaving both on the starboard hand, returning through the western channel, rounding the Cobbler buoy, which was to be left on the port hand, thence round the committee-vessel.

A prize of £80, given by the Royal Western Yacht Club, to be sailed for by cutters and yawls of 30 tons and upwards, belonging to a royal yacht club and carrying the Admiralty warrant. Time allowed, half-a-minute per ton up to 50 tons, and a quarter-of-a-minute above. Yawls to sail as cutters, with a fourth of tonnage deducted. There were four competitors :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
523	Fiona	cutter	78	E. Boutcher, Esq.	Fife
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
1823	Vanguard	cutter	60	Colonel Verschoyle	Ratsey
1482	Rose of Devon ...	cutter	148	E. Johnson, Esq.	Harvey

The Rose of Devon had to allow the Fiona 14m. 45s., Vanguard 19m. 15s, and Muriel 21m. 45s. Fiona had to allow Vanguard 4m. 30s., and Muriel 12m. Vanguard had to allow the Muriel 7m. 30s. The Oimara, 162 tons, Mr. C. J. Tenant, had arrived, but did not start, as her owner objected, considering that she had to allow the double time that was required at other ports. The Volante, 60 tons, had entered, but did not arrive in time to compete. It was said that on coming round from Kingstown she put into Milford disabled. The yachts started at 10h. 47m. 40s.

At the start Vanguard went off with the lead. Muriel and Rose of Devon next caught the wind, and sailed in company; Fiona, which was the leeward yacht, bringing up the rear some distance behind. Running out to the east end of the breakwater Muriel parted with Rose of Devon, and came up closer to Vanguard. Reaching out to the Mewstone the wind increased, and Rose of Devon weathered up and passed between the two leading boats, and was the first to go about, with Vanguard close on her quarter. While making for the west end Rose of Devon slightly improved her position, but returning through the western channel she was overhauled by Vanguard. Fiona too, had passed Muriel, which was running last. The yachts coming home crowded on extra canvas—the Rose of Devon a squaresail and square-topsail, and the other three spinnakers—and it was a pretty sight as they passed through the Sound. Before reaching the “Cobbler” Rose of Devon had again taken the lead, and was the first to round the committee vessel, with Vanguard a few seconds behind. In the second run over the course Fiona managed to overtake Vanguard, and made unsuccessful attempts to overhaul Rose of Devon, which kept the lead until the finish. She however, did not make sufficient time to win the race. The times of rounding were:—

	FIRST ROUND.			SECOND ROUND.			THIRD RND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Rose of Devon	12	43	2	2	21	26	4	1	0
Fiona	12	45	21	2	24	21	4	4	11
Vanguard	12	43	49	2	27	20	4	8	37
Muriel	12	48	46	2	33	15	4	17	43

The first prize, £60, fell to Vanguard, she having 4s. to spare of the time allowed her by the second yacht. Fiona, however, was 13m. 32s. ahead of the Muriel, thus beating her by 1m. 32s., and carrying off the second prize of £20.

A prize of £25 for trawlers, given by the town,—Baron, J. Germain; Coquette, J. Tinney; Wonder, W. Maunder; Waterlily, J. Finch. This was considered by many persons to be the most interesting race of the day. The Baron in former years had won numerous prizes at Plymouth regatta, and there were many who were confident that she would still carry off the honours. There was a very fair start at 11h. 18m. 43s.

At the start the Waterlily first felt the wind and went ahead. The other three kept company for a time, but Coquette ultimately dropped astern and was the first to "go about." The Baron appeared to be well managed, but it was evident that she was competing with faster boats than herself. Outside the breakwater Coquette went to the front, but coming home she was passed by Waterlily, who was the first to round the committee-boat, Coquette being hardly a minute behind, Baron was lying third, and Wonder brought up the rear. In the second round Wonder made certain tacks, which enabled her to go to the front, and to every one's surprise she ran home first, and in the third round considerably improved her position, and carried off the first prize of £10. There was a struggle between Waterlily and Baron for the second position, but the latter boat was cleverly cut out at the finish, and Waterlily received £5.; Baron, which was third, had £3, and Coquette, fourth, £2. The time at the finish was—Wonder, 5h. 57m. 13s.; Waterlily, 6h. 4m. 19s.; Baron, 6h. 4m. 37s.; and Coquette, 6h. 13m. 19s.

A prize, presented by the Town, value £15; open to all yachts of 12 tons and under. Time, half-a-minute per ton. The following started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
178	Buccaneer	cutter	12	Captain H. E. Bayly	Bulley
1408	Quiver	cutter	12	Captain Chamberlayne	Owner
1387	Rover	cutter	12	S. Burbet, Esq.	Sauvary
1387	Proserpine	cutter	12	Captain Arscott	Bulley
	Ida	cutter	11	R. Hocking, Esq.	

The boats started at 11h. 50m. 35s. Twice round.

When the gun fired the *Ida* was the first to start, but she was quickly followed by *Buccaneer*, a stiff boat, carrying only $4\frac{1}{2}$ tons of ballast. The *Proserpine* on starting carried away her bobstay, but nevertheless she was afterwards able, with the *Quiver*, to overhaul the *Ida*. The *Buccaneer*, as soon as she fairly settled down to her work, parted company with the other yachts, and finished the race some fourteen minutes before the second boat. Capt. Bayly was heartily congratulated by the committee on having won the match. The *Buccaneer* received £10, and *Quiver*, the second yacht, £5. The last round was finished as follows.

	h. m. s.				h. m. s.		
<i>Buccaneer</i>	3	50	30	<i>Proserpine</i>	4	6	54
<i>Quiver</i>	4	4	10	<i>Ida</i>	4	10	24

Several rowing matches finished the day's amusements.

Second day.—Early in the morning there was a calm, and it was doubted whether the yachts could run, but as the day wore on a slight breeze sprung up, and afterwards increased, making the sailing matches interesting. The success of the regatta was due in a great measure to the united exertions of the Yacht Club and Town Committee. The interest of the day's racing centred in the yachts, the prizes for which were very substantial. For the piece of plate presented by the tradesmen of the Royal Western Yacht Club, the race lay between the *Buccaneer* and the *Ida*. The two yachts had competed on the previous day, when the *Buccaneer* was victorious and carried off £10. Yesterday however, the *Ida* was successful; but Captain Bayly of the *Buccaneer* protested against her receiving the prize, on the ground that she was over 11 tons. This was denied by Mr. C. Rae, tide surveyor at Plymouth, who had measured the *Ida*. The committee held the objection to be frivolous and presented the prize to Mr. Hocking.

In the evening an accident occurred to a pleasure party cruising in the Sound. The steamer *Dandy* early in the day had brought some 140 visitors from Falmouth, and was proceeding through the Sound on the return journey, when suddenly a waterman's boat, having on board some half-a-dozen persons, was about to sail across her course. Several seamen on board the *Dandy* called to the waterman to "luff," but the lad who was steering put the helm the wrong way, which resulted in the steamer sinking the boat, the occupants of which were thrown into the water. The engines were immediately stopped, and Captain R of Falmouth, plunged into the sea to the rescue of a woman and a child whom he saw drowning. The former had evidently been struck by the paddle-wheel as her face was much bruised. The *Dandy's* boat

quickly on the spot, as was also a skiff belonging to Mr. Shurlock's yacht. A girl about eighteen years of age was found under the boat's sail, and she was just sinking when Mr. Shurlock's man brought her to the surface with his boat hook. The training brig Sealark was anchored a short distance off; Lieut. F. G. Bedford, who was in command, at at once despatched a boat to render assistance. Fortunately among the Dandy's passenger's there were two doctors, and they rendered all necessary aid. As far as could be ascertained no lives were lost, and with one exception the persons who had been immersed quickly recovered, and were taken ashore. The girl however, was for some time insensible, and she was taken to the Sealark, where restoratives were applied, and she was ultimately brought round. No blame, it is said, can be attached to Captain Foss, of the Dandy, who immediately the accident happened hove-to, and did not proceed for an hour and-a-half.

A prize of £100, given by the club and town, for schooners and yawls belonging to a royal yacht club, carrying the Admiralty warrant. Time, half-a-minute per ton up to 50 tons, and a quarter-of-a-minute above. Yawls to sail as schooners, with a fourth of tonnage added. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
543	Flying Cloud.....	schooner	75	Count Batthyany	Inman
390	Egeria.....	schooner	161	J. Mulholland, Esq.	Wanhill
15	Alarm.....	schooner	236	G. Duppa, Esq.	Inman
5611	Sea Wraith	schooner	33	Capt. Saumarez, R.N.	Vantier

The Cambria, 188 tons, had also entered, but she did not put in an appearance; it was reported she was competing at Hull regatta. The schooners took up their positions at the buoys soon after ten o'clock, but while getting ready for the start the Alarm's main balloon-gaff-top-sail-yard parted in the slings, and the crew had to run up a smaller sail. The Alarm had to allow the Egeria 21m., the Flying Cloud 40m. 15s., and Sea Wraith 55m. The Egeria had to allow Flying Cloud 19m. 15s., and Sea Wraith 34m. The Flying Cloud to allow Sea Wraith 14m. 45s. The gun fired for the start at 10h. 58m. 10s.

At the start there was almost a calm, and it was decided that the yachts should proceed through the western channel of the breakwater, round to a mark-vessel off Penlee Point, thence to another mark-vessel off the Mewstone, leaving both on the port hand, returning through the eastern channel of the breakwater, rounding the Cobbler Buoy, to be left on the port hand, and then round the committee-vessel. The

Flying Cloud, carrying a balloon jib, fore-topsail, foresail, main-topsail, and mainsail was the first to make a move. The Egeria, with a jib, staysail, jib-topsail, gaff-topsail, foresail, and main-gaff-topsail and mainsail followed. The Alarm with a jib, staysail, fore-gaff-topsail, foresail, and main-gaff-topsail and mainsail. She had not gone far before she pulled down her staysail, and ran up a balloon sail of the same kind. The Sea Wraith, the last to start, carried a jib-topsail, jib and staysail, foresail, and main-topmast staysail, a main-gaff-topsail, and mainsail. While making for the west end of the breakwater a slight breeze from the westward sprang up, the Egeria ran up to the Flying Cloud. As the wind freshened the Alarm laid down to her work, and quickly took up the lead. Before the yachts got round to the eastern end of the breakwater the wind died away, and while coming in to the "Cobbler" they were for some time becalmed. The Alarm and Egeria run up spinnakers, and Flying Cloud and Sea Wraith, in order to make progress, set squaresails. So long were the yachts in passing through the Sound that the committee thought the race would have to be run on another day. The Alarm, however, had scarcely rounded the Cobbler buoy when the wind freshened, and she passed the committee-vessel some eight minutes before the Egeria. The Flying Cloud was lying third. The Sea Wraith, which was some twenty-four minutes behind the leading boat, complained that she had been fouled by a pleasure yacht, and had thereby lost eight minutes. In the second round the schooners had a fine breeze. The Alarm was enabled to improve her position, and the way in which she was managed elicited general admiration from the committee. The Flying Cloud gained considerably on the Egeria, but the Sea Wraith, a new boat, was not equal to the anticipations which had been formed of her, and she stood very little chance of winning. The Alarm, after completing the third round, so out-ran her rivals that she was declared the winner of £80. The Flying Cloud saved a portion of the time which the Egeria had to allow her, and carried off £20. The times of rounding were as follows:—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Alarm.....	2	30	12	4	59	56	7	26	0
Egeria	2	38	28	5	13	17	8	6	15
Flying Cloud.....	2	45	28	5	18	34	8	10	1
Sea Wraith	2	54	24	5	55	0	9	1	4

A prize of £75 for cutters given by the town, not exceeding 80 tons belonging to a royal yacht club, and carrying the Admiralty warra Time, half-a-minute per ton up to 50 tons, and a quarter of a-minute above. The following yachts started:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Bullders.
523	Fiona	cutter	78	E. Boucher, Esq.	Fife
1065	Muriel.....	cutter	40	H. Bridson, Esq.	Hatcher
1758	Thought.....	cutter	28	G. Wells, Esq.	Hatcher
1059	Mosquito	cutter	69	T. Houldsworth, Esq.	Mare
1867	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
1823	Vanguard	cutter	60	Col. Verschoyles	Ratsey

At the time these yachts were started—11h. 43m. 45s.,—there was a nice westerly breeze, and the committee decided that they should proceed through the eastern channel of the breakwater, round a mark-vessel off the Mewstone, thence to another vessel off Penlee Point, leaving both on the starboard hand, returning through the western channel, rounding the Cobbler buoy to be left on the port hand, and then round the committee-vessel. The Fiona had to allow the Mosquito 2m. 15s.; Volante and Vanguard, 4m. 30s.; Muriel, 12m.; and Thought 18m. The Mosquito had to allow the Volante and Vanguard, 2m. 15s.; the Muriel, 9m. 45s.; and Thought, 15m. 45s. The Volante and Vanguard had each to allow the Muriel 7m. 30s., and the Thought, 13m. 30s. The Muriel had to allow the Thought 6m.

The yachts had a capital start, but the Thought soon took up the lead, with Fiona and Mosquito in company behind, the other boats being in a cluster in the rear. Outside the breakwater all the yachts laid well down to their work, the Thought keeping well up to windward. In reaching to the westward the Thought had to give way to Muriel and Fiona, between whom there was a splendid race for the first position. The Muriel, however, came home first, Fiona being nearly a minute behind. Thought was third, and there followed in her wake the Volante, the Vanguard, and Mosquito. In the second round Fiona overhauled the Muriel, and was about 6m. ahead. The Vanguard, too, appeared to be fast overtaking the Muriel. The Volante and Mosquito rounded the committee-boat in company, and the Thought brought up the rear. In the last round the Fiona still kept the lead, but while making in for the Cobbler her gaff-topsail-yard snapped in the slings. Though thus disabled she managed to run home, and was afterwards declared the winner of £50. The Mosquito appeared to be well managed in the third round, and arrived at the committee-boat second. The Muriel, however, was within the time allowed her by the second yacht, and she was awarded £25. The following were the times of rounding:—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Fiona	2	48	53	4	54	36	6	52	1
Mosquito	2	55	56	5	5	33	7	5	17
Muriel.....	2	48	2	5	0	33	7	7	6
Vanguard	2	53	13	5	2	58	7	8	1
Volante	2	52	0	5	5	51	7	13	3
Thought.....	2	50	30	5	7	13	7	23	16

A piece of plate presented by the tradesmen of the R.W.Y.C., for yachts not exceeding 12 tons. Time, half-a-minute per ton. The following vessels started:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig	Tons.	Owners.	Builders.
178	Buccaneer	cutter	12	Capt. H. E. Bayly	Bulley
1408	Quiver	cutter	12	Capt. Chamberlayne	Owner
1387	Proserpine.....	cutter	12	Capt. Arscott	Bulley
	Ida	cutter	11	R. Hocking, Esq.	
	Phantom	cutter	8	Lieut. Smythe	
	Stella	cutter	12	— Lean, Esq.	

The latter boat arrived from Falmouth on the previous day, and though it was contended by some persons that she was over 12 tons, yet she was allowed to run, on condition that the owner allowed her to be measured, if necessary, after the race. The start was at 12h. 13m. 25s.

This was a capital race, and was watched with much interest. The Phantom being a small boat, and seeing that she had not much chance of winning, gave up during the first round. The Ida, which had in former years won about twenty-five prizes, was again matched against Buccaneer, but many persons thought she would have but little chance, considering that she ran fourth on the previous day. The Ida's sails were dry soaped during the morning, and the way in which they held the wind told much in her favour. The Quiver took the lead soon after starting, but Buccaneer appeared to be the favourite boat. The Ida, however, soon overhauled her competitors, and at the completion of the first round was more than two minutes ahead of the Buccaneer, the second boat. In the next run over the course there was a splendid race between the Ida and Buccaneer. The latter boat ultimately went to the front, but though she came in first she failed to win, the prize being awarded to the Ida, who had 18 seconds to spare of the half-a-minute allowed by the first boat. The race finished thus:—

	h. m. s.				h. m. s.				h. m. s.		
Buccaneer	5	41	45	Quiver	5	49	50	Stella	5	55	30
Ida	5	41	57	Proserpine	5	54	24				

THE ROYAL VICTORIA YACHT CLUB REGATTA.

THE annual event of the Royal Victorians invariably follow that of its neighbour the Royal Yacht Squadron, as the latter does that of Goodwood. The intervening days of Saturday and Sunday are usually considered as *dies non* in these days of toleration, being days of rest, set apart for Jews and Gentiles, but whether they be celebrated as such or not we have neither inclination nor even time to enquire; enough that the *interregnum* proves "a windfall," to that portion of suffering humanity who labour the one-hundred-and-sixty-eight hours per week to furnish the reader with information, notwithstanding the "limited liability," to do wrong, as expressed in the several Acts passed by the legislature for the guidance of human labor—and all—

"Lo welcome a season so lovely and gay —"

Thus was inaugurated on Monday the 9th of August, the regatta week of 1869, in the usual manner; first by the general meeting of the members of the R.V.Y.C., where, as we are informed, the "rights of women," were discussed and a resolution passed to the effect that ladies be in future admitted as members of the club. The general meeting was followed by the annual dinner of the members and their friends. Among the guests there was Commodore Bennett of the N.Y.Y.C., and several American gentlemen who had come to this country for the purpose of witnessing the festivities connected with the Isle of Wight regattas. Scarcely, however had the dawn of the second day appeared when a darkened cloud again spread itself over the vicinity of the clubhouse—that one of the members had during the night met with a fatal accident which had resulted in instant death. Reports flew in every direction, losing nothing by being carried from one to the other, until the whole circumstances attending the accident were made known at the inquest held the same afternoon at Sivier's Hotel, where the deceased had been stopping. We refer to another portion of this *Magazine* for the particulars connected with the sad event, merely remarking that "in the midst of life we are in death," and that the name of "Cornelius Grinnell," on the historical tablet of fame, is sufficient to denote the character of him, who, at his own expense equipped and fitted out an Arctic expedition in search of Sir John Franklin and his ice-bound companions; as also in having forwarded to this country a ship-load of provisions in the "Cornelius Grinnell," for the relief of the Lancashire weavers.

As time and tide wait for no one, we pass on to our duty by simply

repeating that this sad affair cast quite a gloom over Ryde and all matters connected with the regatta. The club-house and yachts in the offing have since daily exhibited their burgees and ensigns half-mast high in token of respect for the deceased. The club's programme was as follows.

Tuesday, August 10th.—The race to-day was for the Vice-Commodore's plate, of 100 sovs., presented by the Marquis of Exeter. A prize of 75 sovs. for the first, and the next yacht in any other rig to receive 25 sovs. A further prize of 50 sovs. was given by H. W. Schneider, Esq., for the first schooner or yawl that had never won a £50 prize. Open to all yachts belonging to any royal yacht club. Yachts sailing in this race to be in full sea-going trim, and the course to be round the Isle of Wight, a handicap race. The following yachts were entered.—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
658	Guinevere	schooner	296	C. S. A. Thellusson, Esq.	Nicholson
1263	Oimara	cutter	162	C. J. Tennant, Esq.	Steele
257	Condor	cutter	129	W. Ewing, Esq.	Steele
36	Aline	schooner	212	R. Sutton, Esq.	Camper
184	Cambria	schooner	193	J. Ashbury, Esq.	Ratsey
785	Julia	yawl	113	G. F. Moss, Esq.	Ratsey
390	Egeria	schooner	152	J. Mulholland, Esq.	Wanhill
523	Fiona	cutter	78	E. Boucher, Esq.	Fife
1293	Pantomime	schooner	145	Colonel Markham	Ratsey
1968	Witchcraft	schooner	240	T. Broadwood, Esq.	S. White
1574	Shark	schooner	175	Duke of Rutland	Wanhill
516	Ferida	schooner	178	Marquis of Drogheda	Steele
718	Hirondelle	cutter	98	Lord H. G. Lennox	Wanhill
274	Clutha	cutter	60	C. Brett, Esq.	Fife
1867	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
932	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
724	Hyacinth	schooner	85	Marquis of Exeter	Wanhill
126	Bella Donna	schooner	121	H. W. Schneider, Esq.	Hatcher
	Lelia	schooner	195	J. Richardson, Esq.	
230	Christabel	cutter	52	Earl Annesley	Aldous
1390	Psyche	cutter	45	A. Congreve, Esq.	Ratsey
874	Load Star	yawl	64	C. F. Allison, Esq.	Aldous
596	Gazelle	cutter	42	Sir J. A. Burgoyne	J. S. White
48	Amulet	cutter	42	Rev. J. Tipping	Wanhill
1382	Prima Donna	schooner	33	J. M. Thorp, Esq.	J. White

The following is the scale of time allowance:—If the race is completed in 5 hours a quarter will be added. If in six hours one half will be added. If in seven hours the whole scale. If in eight hours a eighth will be deducted. If in nine hours a quarter will be deducted. If completed in nine hours and under twelve hours, half will be deducted. If not completed under twelve hours no allowance of time.

		m.	s.			m.	s.
Guinevere allows	Oimara	0	0	Guinevere allows	Clutha	35	0
"	"	9	0	"	"	Volante	35 30
"	"	11	30	"	"	Marina	36 0
"	"	38	11	"	"	Hyacinth	37 0
"	"	11	33	"	"	Bella Donna	37 30
"	"	15	0	"	"	Zelia	39 0
"	"	19	0	"	"	Christabel	41 0
"	"	19	0	"	"	Psyche	43 0
"	"	19	0	"	"	Loadstar	45 0
"	"	23	0	"	"	Gazelle	47 0
"	"	24	0	"	"	Amulet	47 30
"	"	32	0	"	"	Prima Donna	50 0

The course being round the island the yachts were required to be early at their stations, so that the start might take place at nine o'clock precisely.

The whole of the yachts were underway on the signal being given to "prepare" with the exception of the Egeria, Witchcraft, Hironnelle, Fiona, Shark, Volante, Christabel, Gazelle, and Prima Donna.

At 9h. a.m., precisely the starting gun was fired, and as the Guinevere was sailing into place, she "collided" with the Condor, and the Guinevere received such material damage to her main rigging, &c., as to oblige her to withdraw from the race. Such also was the case with the Marquis of Drogheda's yacht Ferida, who sustained the loss of her jib-boom.

At the time of the start there was a fresh breeze from W.N.W., which increased as the day advanced, and it was opined that the return of the yachts would be somewhat earlier than at first anticipated.

On the starting gun being fired, the signal was made to proceed to the westward, thus giving to the yachts a thorough working to windward over the lee tide. The larger yachts were soon singled out, particularly the big cutters, and Oimara took the lead, followed by Condor, then came the schooners Aline and Cambria keeping company as well-known rivals. On nearing Cowes Roads the sight was exciting, the Oimara leading by about half-a-mile of the Condor, then came the Aline and Cambria, and a splendid piece of manœuvring here took place between these rival antagonists. Cambria went about and came out on the Aline's weather, one of the prettiest sights scarcely ever witnessed, and was by far the most prominent point in the race, there being hardly a couple of fathoms between them. As for the other yachts they were forgotten, other than they were all close together, but we decline to be invidious. Our attention having been drawn to the four leading vessels in this exciting match. Of course from the situation of the wind in the W.N.W. quarter, it was a long leg and a short leg with them.

After passing Egypt Point the wind drew a point or so to the northward and the yachts stretched across for the Lepe shore. At 11h. a.m. the Oimara was off Hampstead Ledge buoy, with still the same lead of Condor, Cambria the first of the schooners and Aline fourth. Here we descried some of the smaller cutters standing up as stiff as a pump bolt, under their gaff-topsails, but to leeward of Aline, among them was the little Psyche, but she was overmatched by the Julia in the long reach, then came the Marina, No. 7 in the race, followed by the Clutha and Pantomine, and the rest of the fleet off Newtown, the Cambria and Aline sent up their topmasts and set their gaff-topsails, the two large cutters, were hugging the north shore and well to windward of the others, evidently contemplating a reach out. After passing Hurst Castle it was "hard up," and they staggered along the Needles passage until they were fairly outside the rocks, when they severally bore away to the southward and eastward to shave St. Catherine's, the south point of the island. The Needles rocks were rounded in the following order:—

	h. m. s.				h. m. s.		
Oimara ..	11	58	0	Cambria	12	11	0
Condor	12	8	0	Aline	12	13	5

The others were not timed, owing to their distance astern. Square-sails and flying kites came into play for the run between Freshwater and St. Catherine's Point, the Cambria sticking to the Condor, and the Aline following as close upon the Cambria. Off Brook Chine the Aline got a square-foretopsail aloft and pulled upon the Cambria, the latter in the meantime being rather slack in getting the yard of her topsail aloft, and losing, so far, the benefit of the sail. The Oimara steered for a large southing of St. Catherine's Point, but the Condor steered straight across the bay for the point and threatened to cut her great rival off. At 1h. 15m. Oimara gybed over and hauled in for the land. At 1h. 23m. the Condor gybed over and put her head the same way as the Oimara's; the Cambria, now south of all, following suit at 24m. past, and the Aline 3m. later. At 1h. 33m. the Cambria carried away her foretopmast which was a god-send. A couple of hands were aloft on the instant following the mishap, but for some time the liberated sail, held by its gear and broken spar, blew out unmanageably to leeward and deadened the schooner's way. The run from the Needles to St. Catherine's Point was made in one hour and a few seconds, and the distance is 12 miles. A heavy roll of sea prevailed through the bay and in St. Catherine's race there were some lofty waves which tumbled on board. The Aline and Cambria maintained their distance from each other pretty equally in crossing the bay, but neither of them seemed to have gained materially during the hour's run upon the two cutters.

ahead of them. Under Ventnor the Cambria began to creep up a little under the Condor's lee. Now ensued a splendid contest between the schooner and the cutter, eventually ending in the former, under Dunnose, sailing through the latter's lee, and wresting from her the second place in the race. The Aline luffed closer in under Dunnose than the others had done, to shun the tide apparently, and got into a comparatively light wind, losing ground considerably. As the Aline came round Dunnose into Shanklin Bay the Julia could be seen astern off Ventnor, and the two other cutters a long distance astern of her. The Aline crossed Shanklin Bay with her main-topmast housed, and with a jib-headed sail set on her fore-topmast. The jaws of the gaff were carried away in gybing over in the seaway off St. Catherine's. The Cambria, after passing the Condor, continued in hot pursuit of the Oimara. Luffing close round Bembridge Ledge buoy the Cambria was only 2m. 5s. astern of the Oimara, the time of each in passing being thus :—

	h.	m.	s.		h.	m.	s.
Oimara	2	46	15	Cambria.....	2	48	20

The Condor luffed round at 2h. 54m. 30s., and the Aline at 2h. 56m. 35s.

From the Bembridge Ledge buoy they stood in close hauled towards Spithead in their beat for Ryde roads. The Oimara stood over under the Dean Shoal until ten minutes past three, when she again went about and put her head towards Ryde, the Cambria instantly following this manœuvre, but only making a short board towards the Island shore when she went about again with her head to the northward. Through the channel way between the shoals all had to work their way in short tacks as far as the east end of Spithead against a heavy short jump of a sea. From the east of Spithead they fetched Ryde Roads, where they finished the race, and were officially timed, viz :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Oimara.....	3	46	30	Ferida	5	1	0	Bella Donna ...	6	4	0
Cambria	3	51	3	Pantomime.....	5	22	0	Clutha	6	8	30
Condor.....	4	0	50	Zelia.....	5	25	0	Amulet	6	10	2
Aline	4	13	20	Loadstar	5	42	0	Psyche	6	14	0
Julia.....	4	55	0	Marina	5	54	0				

The prizes of £75 and £50 intended to be given by Mr. Broadwood, Vice-Commodore of the Royal London Yacht Club, for yachts belonging to that club, of all rigs, to be sailed for from Spithead to Cherbourg, has been abandoned, and will consequently stand over till next year.

This was the most exciting race of the regatta, and Tuesday's match of the Victoria might aptly be compared to that of the Tuesday previous at the Squadron regatta, we mention it as an incident since the

junior club confines itself as much as possible to the doings of the parent. Attached to this race there were some few mishaps. In the first place the *Guinevere* was placed *hors de combat* at the start. The *Ferida* also got into grief, the *Aline's* jaws were broken, *Hyacinth* carried away her topmast in gybing off *St. Cath*, as did also the *Clutha*. The *Cambria* lost her topmast at the back of the island and in the opinion of many she did better without it, as she soon afterwards took the *Condor's* berth, which up to that time had been the second yacht in the match. If we quote the words of Mr. Richard Brown the sailing master of the "*America*"—"It had no business to be there." The *Oimara* shortly after the start, when off the *Peile* buoy, carried away her bobstay and some of her head gear, but this appears to have been immediately rectified. A protest was lodged against the *Cambria* on some frivolous pretence that she had not brought back all that she had taken with her—but which was not listened to by the committee. Consequently the *Cambria* took the first prize £75, *Condor*, £25, and the *Ferida* Mr. Schneider's prize of £50.

At this meeting of the sailing committee it was proposed by the Marquis of Exeter, seconded by Sir John M. Burgoyne, Bart., and carried unanimously, that a letter of condolence on the part of the whole body of the Royal Victoria Yacht Club be sent to Mr. Bennett, the Commodore of the New York Yacht Club, expressing the sympathy of its members at the untimely end of Mr. Cornelius Grinnell, and to request that he will convey the letter to the relatives of this unfortunate gentleman. When the death of Mr. Grinnell became known the whole of the yachts lying in the roads lowered their flags half-mast high in token of the feelings of respect they entertained towards a member of this club, whose untimely end was so much deplored. His body was removed to Southampton in the deceased's yacht *Hawk* on the following Thursday, and subsequently placed on board one of the German's boats for its interment in his own country.

Wednesday 11th.—According to the programme the boat racing and other aquatic amusements, such as the mighty pig and pole dance, duck hunts, dingy races, &c., came off in the vicinity of the pier during the afternoon, which afforded considerable amusement to the spectators on the pier, who were not only numerous but fashionable. A smart breeze prevailed throughout, which caused a very inconvenient log of sea for the competitors—the matches were only of local interest, & were well contested.

In the evening the regatta ball took place at the Club-house, & which upwards of 400 ladies and gentlemen were present.

Thursday, 12th.—The race for this day was for the Town Cup, a prize value £100, presented by the inhabitants of the town of Ryde, open to all yachts belonging to any Royal Yacht Club. A time race. The New Victoria Course twice round. The following vessels were entered :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
184	Cambria.....	schooner	193	J. Ashbury, Esq.	Ratsey
658	Guinevere	schooner	296	C. S. A. Thelluson, Esq.	Nicholson
734	Hyacinth	yawl	85	Marquis of Exeter	Wanhill
237	Condor	cutter	129	W. Ewing, Esq.	Steele
36	Aline	schooner	212	R. Sutton, Esq.	Camper
523	Fiona	cutter	78	E. Boutcher, Esq.	Fife
785	Julia	yawl	113	G. F. Moss, Esq.	Ratsey
1263	Oimara	cutter	165	C. J. Tennant, Esq.	Steele
1293	Pantomime	schooner	145	Colonel Markham	Ratsey
718	Hirondelle	cutter	68	Lord H. G. Lennox	Wanhill
230	Christabel	cutter	52	Earl Annesley	Aldous
1574	Shark	schooner	175	Duke of Rutland	Wanhill
390	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
1065	Muriel.....	cutter	40	H. Bridson, Esq.	Hatcher
1758	Thought.....	cutter	27	G. Wells, Esq.	Hatcher
371	Druid	yawl	77	T. Groves, Esq.	Harvey
15	Alarm	schooner	236	G. Duppa, Esq.	Inman
1823	Vanguard	cutter	60	Colonel Verschoyle	Ratsey
1382	Prima Donna.....	schooner	83	J. M. Tharp, Esq.	J. White
634	Glance	cutter	53	J. R. Rushton, Esq.	Hatcher

The course was from Ryde, proceeding westward to the Calshot light-ship in Southampton Water, rounding it, leaving it on the starboard hand, to the No-Man buoy, leaving it on the starboard hand to the Nab light-ship, rounding it, leaving it on the starboard hand, returning to and leaving the No-Man buoy on the port hand, back to the station vessel, passing between it and Ryde Pier. Twice round, making a distance of about 41 miles.

At eleven o'clock precisely the starting gun was fired. There was a pleasant whole sail breeze from the north-west quarter of the compass, at the start, which increased as the day advanced, but as the yachts in the race were all under way and jumbled together it was utterly impossible for the keenest observer to give their positions until they were marshalled out into something like ship-shape order, in divisions; some of the yachts hauled their wind and proceeded for the north shore expecting the wind would favor them, whilst other choice yachts and good pilots preferred working to the westward under the island. For the first half-hour it was difficult to discern who had the lead: we therefore gave up guess work, and turned our binocular towards

Wootton creek, off which we described the Aline and the Cambria. Here it was a little juggling going on, Cambria went about and weathered the Aline and soon became the first of the schooners. There was no scudding in the matter—as the yachts were all close-hauled on different tacks, some wending their way for the north shore and others under the island. Thence with a good offing they severally reached across the Solent for the light-ship. Two cutters were the first to round the Calshot light-vessel by about three minutes interval between them, they were followed by the schooners Cambria, Alarm, and Aline, but owing to the haze it was impossible to distinguish any of the signals. As far as we could judge they returned under the north shore, making a straight course of it for the No-Man—ballooners and every stitch of canvas appeared in requisition. Off Stokes Bay they passed in the following order:—Fione, Oimara, Condor, Cambria, and Alarm neck and neck—Alarm gradually drawing upon the Cambria's quarter, and when in a line with the Alarm passed her: the other yachts were in a trail but their colours could not be distinguished. The wind gradually freshened from the old quarter W.S.W. In a few minutes they passed through Spithead and entered the eastern channel, Oimara leading the fleet. At 1h. 30m. the Cambria upon nearing the Warner carried away her new topmast, and shortly afterwards the Alarm was observed with her main-topmast gone. At length they reached the Nab, and having rounded for the first time, the eastern limit of the course, they severally passed between Ryde Pier and the station, and completed the first round in the following time and order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Oimara	2	45	0	Alarm	2	54	30	Julia... ..	3	1	27
Aline	2	50	0	Vanguard.....	2	55	10	Christabel	3	3	3
Egeria	2	50	30	Pantomime	2	57	27	Hyacinth	3	11	16
Fiona	2	40	49	Guinevere	2	58	25	Thought.....	3	13	55
Condor.....	2	51	15	Muriel	2	59	25	Glance.....	3	16	0
Cambria	2	52	15								

The others were not timed.

The yachts once more proceeded to the westward with a freshened breeze and a flood tide. On the return from the westward the four or five leading vessels had not altered their positions, and they were timed as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Oimara	3	45	30	Egeria	3	52	50	Condor.....	3	56	0
Aline	3	49	40	Fione	3	54	40	Guinevere	3	59	0

The cry on Ryde Pier was where is the Cambria and the Alarm, o had hitherto kept company. It was subsequently ascertained that b. h had come to grief. After rounding, for the second time, the Calshot

light-vessel, Cambria lost her main-topmast and sprung her lower masts, so much for bored spars ! She immediately bore up for Cowes. The Alarm was also observed crippled, her triatic stay all gone with some of her head gear, and the mast-head it was whispered was sprung. She bore up for the "sick bay" and came to anchor in the westward of Ryde Roads. Meanwhile the remaining yachts continued their course, and having rounded the Nab, returned to the goal in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Oimara	5	13	24	Guinevere	5	28	48	Pantomime	5	36	1
Aline	5	19	28	Condor	5	31	11	Fiona	5	38	7
Egeria	5	27	18								

The others were not timed.

The Egeria was declared to be the winner (by time allowed,) by 27s. !

Friday, 13th.—This day was set apart for a prize of 50 sovs. open to all cutters belonging to any royal yacht club, under 50 tons—a time race : course, the new Victoria, which we have previously described. There were only three entries, one of which the Phantom, 10 tons, belonging to Mr. E. Bishop, of the R.A.Y.C. did not put in an appearance, and consequently the other two : Psyche, cutter 45 tons, Mr. A. Congreve ; Eva, cutter 40 tons, Mr. E. Thellusson, were the only yachts that started.

The weather was very inauspicious; during the forenoon a strong westerly gale prevailed and the sport afforded was quite in concert with the weather. At half-past ten the starting gun was fired, and amid a driving rain and thick weather, scarcely five minutes elapsed 'ere they were obscured from view, and were not seen again until they had completed the first round of the course which was as under :—

	h.	m.	s.		h.	m.	s.
Psyche	1	30	40	Eva	1	50	45

The latter subsequently struck her colours and left the Psyche to enjoy the sport by herself, and having *par force* gone the second round by herself, it was nearly 5 p.m. before she returned and completed the second round of the course.

In the evening the usual pyrotechnic display in front of the Club-house took place, but after having seen those at the Squadron's regatta, we have nothing to say in regard to superiority—as the spectators were the best judges thereof. Friday at all times, says the adage, is an unlucky day.

Saturday 14th.—This day the card proclaimed the race for the Commodore's Cup, value £100, that brought the Royal Victorian's

regatta to what denotes the last page of a work—Finis! The race was open to all yachts belonging to the "Victoria,"—a time race, and the allowance was as follows:—

	m.	s.		m.	s.
Condor allows Aline	4	55	Condor allows Hironnelle	15	57
" " Pleaid	6	44	" " Marina	17	4
" " Fiona	12	32	" " Volante	19	29
" " Egeria	13	12	" " Muriel	29	19
" " Pantomime	14	12	" " Thought	39	4

The following yachts entered for the race:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
184	Cambria	schooner	193	J. Ashbury, Esq.	Ratsey
724	Hyacinth	yawl	85	Marquis of Exeter	Wanhill
257	Condor	cutter	129	Major Ewing	Steele
126	Bella Donna	schooner	121	A. W. Schneider, Esq.	Hatcher
36	Aline	schooner	212	R. Sutton, Esq.	Camper
523	Fiona	cutter	78	E. Boutcher, Esq.	Fife
1293	Pantomime	schooner	145	Colonel Markham	Ratsey
718	Hironnelle	cutter	68	Lord H. Lennox	Wanhill
390	Egeria	schooner	152	J. Mulholland, Esq.	Wanhill
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
1758	Thought	cutter	27	G. Wells, Esq.	Hatcher
932	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
1376	Pleaid	schooner	205	J. D. Gibbs, Esq.	Camper
1867	Volante	cutter	50	H. C. Maudslay, Esq.	Harvey

The Cambria, in consequence of the injuries she sustained in the race on Thursday, when she carried away both topmasts and sprang both masts, the Bella Donna, Hironnelle, Muriel and Thought did not put in appearance, consequently leaving only eight starters, viz., four schooners, three cutters, and the Marquis's yawl.

At 9 a.m., precisely, the start was effected to the westward, the course being round the Isle of Wight; a pleasant breeze prevailed from the N.W. quarter but veered more to the northward as the day advanced. In the afternoon the breeze dropped considerably and became at times almost calm, but, "there was no telling what the breeze would be outside" said the knowing ones.

The Volante took the lead but that was of short duration, the Condor overhauled her off Fish House and took the leading berth, followed by Volante, Aline, Hyacinth, Marina, Pleaid, Pantomime and Egeria, all working down under the island shore. At 10h. 10m. they were off Osborne, the Hyacinth reached off shore then tacked and came out to windward of the rest, but this was of short duration.

At 10h. 30m. they were off Cowes, carrying with them a splendid breeze. Here the Aline and Pantomime challenged each other, and

a time were abreast. The Condor however was the leading yacht. At 11h. she was off Gunard Bay, closely followed by the Aline and Volante on both quarters—then came the Egeria, Hyacinth, and Pantomime. The Pleiad and Marina distanced. The wind now freshened and the whole of the yachts laid well down the western Solent. At noon the Condor still first passed Hurst and entered the Needles passage—Aline and Egeria in full pursuit of the mountain bird, the latter (Egeria) closing fast on the Aline, but the wind now suddenly dropped, and became baffling—Aline's sails, however, were "rap-full," while the Egeria's muslin hung in folds. It was almost calm with some of them, and the P's and M's were a long way astern. The following is the time they passed out in a line with the Needles Rocks :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Condor	12	23	30	Egeria	12	32	0	Volante	12	45	5
Aline	12	26	15	Pantomime ...	12	38	30	Others not timed			

The course from the Needles Rock to St. Catherine's, the southern point of the Isle of Wight, is S.E.b.E., 12 miles, which was run by the celebrated America in 58m., but the paltry puffs and light airs which now predominated caused the yachts to change their positions and make but little progress beyond what the flood tide assisted them to do. The glassy surface of the water joined with the glare of the sun rendered it somewhat trying for the eyes. At 1h. 45m. the leading yachts were abreast of the Atherfield coast guard station. Here the Egeria brought with her a rattling breeze, and passed the Condor and Aline, but upon nearing Black Gang she fell into a calm, and the cat'spaws from the land gained for the Aline a slight lead. Condor was now the third yacht in the race, and after passing Rockenend she set her spinnaker—the rest of the yachts being under every stitch of canvas they could set. The three leading yachts passed the lighthouse with a gap of three or four minutes between them. After passing the southern point of the island, the balloon-jib of the Condor gave way—and the schooners to prevent a similar mishap doused their ballooners. Aline passed Ventnor about 2h. 35m. and the Egeria crawled up to her, there being now only two minutes between the two schooners, whereas Condor was about three minutes and-a-half in her wake. Off Dunnose the struggle was between the Aline and the Egeria, there being in the run across Sand-down bay about from two to three minutes between them. The others, though astern, were making good way. On rounding Bembridge Ledge the following was the time :—

	h.	m.	s.		h.	m.	s.
Aline	3	58	0	Condor	4	3	45
Egeria	3	59	30	Pantomime ...	4	10	20

From thence there was very little alteration in their positions—light airs varying from the northward to a couple of points either way. Upon nearing the east channel when off the Dean or rather the Elbow, the leading yachts tacked, and at 4h. 35m. the Aline passed the Noman fort, and three minutes afterwards the Egeria did the same, leaving the cutter a couple of minutes astern of her. There had now sprung up a gentle breeze from the old quarter, and great excitement prevailed both ashore and afloat. The head of the pier was crowded with spectators, and as each yacht returned to the goal there was a flourish of handkerchiefs, besides the quavers and semi-quavers from the music on the pier head to welcome [their favourites. The time on passing between the pier head and the mark-vessel off the same was as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Aline	4	45	30	Condor	4	51	50	Volante	5	5	0
Egeria	4	50	30	Pantomime	5	5	0	Hyacinth	5	28	30

Egeria, therefore, won the prize, beating the Aline by 3m. 36s. This is the second prize Mr. Mulholland has won at this regatta, and he also won the Commodore's Cup two years ago, besides several others at Cowes, Dover, Thames, &c. The Commodore's Cup this year is a centre-piece for flowers or fruit, in the early Italian style, designed and made with great taste by London and Ryder, of New Bond-street. It is profusely decorated with groups of Flamingo boys supporting a glass vase, and surmounted by a well-modelled figure of a water nymph, and is a marked improvement upon the conventional and time-honoured cup, inasmuch as its utility for daily use is obvious.

We cannot close our report of this exciting match, gained under the most annoying circumstances of wind and weather, without thanking the secretary of the club, Captain Mackinnon, for his obliging courtesy to our venerable correspondent as well as for his urbanity, generally, to the members of the press throughout this regatta—in furnishing them the needful information to their enquiries, nor can we forget the hospitality of the steward, Mr. Lambert, whose courtesy to us on more than one occasion has been manifested during this and several past regattas, and our only regret is that another twelve months must elapse ere we may have the pleasure of being again satiated. We conclude however with the closing words of a matrimonial announcement—"no cards !" and there was certainly a difficulty in obtaining them.

PRINCE ALFRED YACHT CLUB MATCHES.

THE Channel race, from Bangor (Belfast Lough) to Kingstown Harbour was sailed on Monday, July 19th, and caused considerable speculation and excitement amongst Irish yachtsmen; and although the result was much what had been anticipated when it was known that the *Egeria* would be amongst the competitors, still the narrow squeak which she had for her laurels, on the heavy time allowance given, shows that in such races, during the month of July especially, the chances of flaws and calms are quite sufficient to give an excellent chance of coming off victorious to much smaller vessels than would be capable of competing with the heavy weights round a regatta course. The first prize was a silver-gilt tankard, and four goblets to match, presented by an old member of the club, Major H. L. Barton, owner of the *Xema*; to which the Ulster Yacht Club added an extremely pretty flagon in oxidised silver, copied from a work of Benvenuto Cellini, for the second vessel. The conditions were as follows:—

“This match is open to all yachts belonging to members of the Prince Alfred and Ulster Yacht Clubs, and to be steered by them only. One paid hand allowed to be on board for every ten tons, and fraction of ten tons, at which the vessel is entered; but owners may enter at any tonnage they please exceeding their real rate, and carry paid hands accordingly. Schooners may enter at five-eighths, and yawls at three-fourths, of their real tonnage, but, if they do so, must be subject to the rules as to hands and of the tonnage which they thus assume. Each yacht will be allowed in addition to have her cook and steward, provided they in no way assist in working the vessel; owners to be responsible. All other persons on board to be members of a royal, foreign, or recognised yachting club, or the sons of such members. No limit as to sails. The time allowance per club scale to be trebled, owing to the length of the course.”

The entries comprised fourteen vessels—many of them well known in the racing world—most of which were entered at increased tonnages, in order to enable them to carry their whole ordinary crew; and plenty of members of the two clubs were eager to get berths to steer and handle them under the directions of the skippers, who, not having the tillers in their hands all day, had full leisure to work their crews, and see that the sheets and halyards were properly trimmed; two gold lockets, in the shape of steering wheels, being also placed at the disposal of the owner of the winning vessel, to allot as he pleased to the two most

useful and hard-working of his unpaid crew. The following vessels entered :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
	Dinorah	cutter	40	The Vice-Commodore	Fife
1325	Persis	schooner	45	T. Steven, Esq.	Fife
43	Amber Witch ...	yawl	38	J. McCurdy, Esq.	Wanhill
390	Egeria	schooner	101	J. Mulholland, Esq.	Wanhill
381	Echo	yawl	29	W. I. Doherty, Esq.	Wanhill
1829	Venture	cutter	15	M. R. Dalway, Esq., M.P.	P. Rogers
674	Hadassah	schooner	51	Major Waring	Ratsey
872	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1807	Vampire	cutter	20	T. Cuthbert, Esq.	Hatcher
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
1932	Wave-crest	cutter	25	R. J. Alexander, Esq.	Fulton
1397	Queen	cutter	15	W. R. Johnson, Esq.	Hatcher
129	Belle	schooner	41	J. Kennedy, Esq.	Inman
1052	Mora	cutter	21	W. B. Price, Esq.	Fife

Of these the Echo, Muriel, Wave-crest, and Belle got impatient at the delay, necessary to allow of Sunday passing over after the Bangor regatta, and left for Dublin on the afternoon of that day without waiting for the starting gun—which, by the kindness of Commander Belson, R.N., who has charge of the coast-guard station at Carrickfergus, and under the direction of Mr. Nelson Boyd, secretary to the Ulster Yacht Club, was fired exactly at 3 a.m. in the morning, from the Racer, revenue cruiser. There was a nice light westerly breeze at starting, and all got away together, it being hard to say who had best of the start, as under large canvas, spinnakers, and squaresails with square-topsails over them, they ran dead before it through the Sound of the Copelands, and close to the Iron Perch off Donaghadee. There was clear light and a nice breeze, with an ebb tide under to carry them through the passage, the start having been timed early to enable the yachts to get to St. John's Point, the head of the tide, about 7h. 30m. and take the second young ebb with them to the southward, so make a twelve hours' tide in their favour. Egeria passed the Rock buoy off Grooms Port at 3h. 33m. 15s., Amber Witch, 3h. 36m., Persis, 3h. 36m. 10s., Vampire being next, the rest in a ruck, but spreading out like a fan, as chance, or the local knowledge of the skippers, led them in shore or over to the island side of the channel.

Persis and Hadassah had hoisted squaresails, and the latter a square-topsail over; the rest had mostly that most excellent invention, wh. after trying many names, and being equally abused under all, seems have settled down to that of a "spinnaker," and to be universally adopted; even in cruising vessels, as a handy, light, and safe sail, eas-

set and taken in, and most useful on a summer passage, having nearly superseded square-sails, with all their lumber and wind draft of spars, lifts, braces, &c. At Donaghadee *Egeria* was slightly ahead, *Amber Witch* nearly abreast of her on her lee quarter, *Vampire* and *Lizzie* next, *Persis* and *Haddassah* close together, with the *Mirella* schooner, belonging to the Right Hon. the Vice-Chancellor of Ireland, close to them, although not in the match, but displaying the red burgee and ensign of the club. Off Ballywater there was a nice strong reaching breeze, and *Egeria* began to step out to the tune of $10\frac{1}{2}$ knots by her patent dial log, running under main and fore-topsails, balloon-jib, and her spinnaker—a tremendous sail, boomed out with her square yard on the port side. *Amber Witch* also under a spinnaker, with her No. 1 gaff-topsail and large mizen, next, and on her lee quarter, and sticking to the big one remarkably well: *Persis*, *Haddassah*, and *Mirella* were bothering each other; the *Haddassah*, from the dirty state of her copper and her small topmasts and sails, by no means going in the form usual to her when, under the name of *Intrepid*, she won several races for Count Felix de Monceau. The little fellows, mostly in shore, were too far off to distinguish their flags, but *Vampire*, *Queen*, and *Mora* appeared to be sailing a close match, wind now being N.W.b.W. At about six they neared the South Rock buoy, where we timed them as well as we could—*Egeria*, 6h. 18m. 30s.; *Amber Witch*, 6h. 25m., but she came inside the buoy; *Persis*, 6h. 29; *Vampire* or *Lizzie*, 6h. 34m.; *Dinorah*, 6h. 34m. 15s.; the rest astern. *Egeria* reached St. John's just at the turn of tide, 7h. 40m., the *Amber Witch* hauling close in shore; and from the strength of the breeze and the way she was going, the captain of the *Egeria* expected to make his run by twelve o'clock, and in that case would have been pretty safe to win, in spite of the heavy time—51m. 29s.—he had to allow the yawl: no easy thing for any vessel to do in a reach and run, over a smooth sea and good tide. At 8h., the wind, however, began to lighten, and both *Amber Witch* and *Egeria* reset their spinnakers, which they had before taken in, and at noon they were only nearly abreast of Carlingford Lough. Wind now abeam, very light; *Egeria* going $4\frac{1}{2}$ under her two topsails, balloon jib, balloon foresail, main-topmast-staysail and jib-topsail—a tolerable press of sail; but as the wind lightened and drew more aft, she proceeded to screw eye-bolts into her boom, through which a sort of stun'sail-boom was passed, and a ringtail with 500 feet of canvas set on the after leech of her mainsail, with a water sail under the boom. All could not, however, drive her, as the wind began to fall more and more away, and *Amber Witch*, which had been hull down, began to draw up, with *Persis*

in close attendance on her, the rest far away. Course, S.W. $\frac{1}{2}$ S. At 3h. 30m. Amber Witch was about 30m. astern of Egeria, well within her time, and looking all over a winner, as it was clearly impossible, with the light wind, for any vessel to reach her 39m. in the distance they had to go, while Persis began to get ominously distinct against the horizon. Day lovely, hot sun, smooth water, but too little wind. The Petrel, also belonging to the club, which had sailed six hours in advance of Egeria, was now close at hand. At four the wind began to haul to the south and west, and to freshen, and when off Rockabill light they were going eight knots, Amber Witch still about 20m. astern.

At 4h. 20m. wind fell off again, and Egeria dropped down to 5 $\frac{1}{2}$, gradually becoming less and less, until she came to a complete standstill off Lambay, and had hardly steerage way at 7 p.m.—a state of things which continued all night. At 2h. 30m. a.m. on Tuesday the tide had set the Egeria across the bay, and she was off the mouth of the harbour, but how to get through the pier heads in a perfectly dead calm was the difficulty. By dropping anchor in the stream this was at last accomplished, and she drifted past the flag-ship Enid, where the Commodore and Mr. Corrigan, the acting secretary of the club, who had undertaken the timing had had a long and weary wait, at 3h. 26m. 10s. Right glad were her amateur steersmen to give up the helm to Capt. Woods, the skipper, who had been most kind and considerate to them throughout the race, and all hands to seek their berths, having been up and at work since 1h. 30m. the previous morning—when lo! a hand from the cross-trees made the startling announcement that the Amber Witch, whose existence had been forgotten, was coming across the bay, with a nice light breeze and her spinnaker set, and would be in in ten minutes. Here was a pretty kettle of fish after her toils and labours; so all hands set to work to pray to the deity who rules the winds, in this case, not to send, but to remove the propelling element; and suddenly, to their intense satisfaction, and the equal disgust of the crew of the Amber Witch, the fickle breeze chopped round dead against her, and blew lightly but steadily out of the harbour, landing the unfortunate little craft right opposite the Royal George instead of the pier end, and fairly cutting away all their hopes, as, long before she could beat up in the light breeze, stern Chronos with his scythe had swept away all the intervening minutes, and she was timed 4h. 45m. 14s., winning the second prize easily, while the first went to the Egeria by 27m. 35s., the helmsmen's lockets being given to Mr. Arthur H. Orpen, and the 1st John Leslie, F.T.C.D., by the unanimous suffrages of the rest of the crew. The three next came in:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Lizzie	7	7	0	|	Persis	7	45	0	|	Vampire.....	7	49	0

The rest were nowhere. The prizes were presented to the winners at an excellent dinner at the Royal Marine Hotel the same evening, when forty members sat down, and passed a pleasant evening, Mr. Mulholland and Mr. M'Curdy acknowledging the toast of their healths, and kindly promising each a prize for a similar race next year. It was also announced that the honorary secretary had presented a University Tankard to be sailed for by yachts of the club, with only one member on board, who should hand, reef, and steer by his unassisted skill and power, and from which competition much amusement was to be expected, the demand for vessels being very great, and the Siren, Torment, Torch, Mona, Truant, Nikomi, Flirt, and Persis being at once engaged. The start to be a flying one, and all other persons but the member in charge leave before the first gun, by aspiring gentlemen competent in their own prowess.

THE first-class race, open to all the vessels of this club, had been originally fixed for the 24th July, leaving a clear day between it and the last day of the regatta of the Royal Irish Yacht Club; but this being found to run time rather close upon the fixture of the Royal Western at Plymouth, at which many of the yachts were engaged, it was resolved to bring it forward to the 23rd, in place of the single-handed match fixed for that day, this being done with the full consent of the owners of the Amber Witch, Kilmeny, and Dinorah, who cheerfully waived their own chances of victory for the good of the club, although quite aware that the effect of the change would be to include the Mosquito and Volante in the list of competitors, thereby much reducing their own hopes of victory. If such a spirit was more common amongst yachtsmen, we should soon see the petty jealousies, protests, and unpleasantnesses which have so long disfigured match sailing, disappear, and the noble sport itself include many more of the cream of the country, who are fast being driven in despair from the turf by the chicanery and money-grubbing spirit which now disgraces our national pastime. The morning broke clear and beautiful, with a nice south-west breeze, and by ten o'clock the following fine fleet of vessels took up their stations on the starting buoys of the Royal Irish Club, which had been kindly placed at their disposal by the harbour master, Captain Hutchinson, R.N., who has for nearly thirty years afforded untiring aid, and always displayed the greatest courtesy towards the yachtsmen of the harbour. The following vessels started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
872	Lizzie.....	cutter	20	C. H. Coddington, Esq.	Hatcher
1867	Volante	cutter	61	H. C. Maudslay, Esq.	Harvey
1059	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare
802	Kilmeny	cutter	30	Pascoe S. French, Esq.	Fife
	Dinorah	cutter	41	The Vice-Commodore	Fife

The Muriel and Amber Witch were also entered; but the former was in haste to proceed to Plymouth, sailed at 9 a.m., while the latter's owner was prevented engaging by a professional engagement, which he could not break. The conditions as to paid hands, &c., were the usual ones of this club—one for every ten tons and fraction of ten tons at which the vessels were entered; all others on board to be members of the club, or of a royal, foreign, or recognised yacht club, or their sons; while the tillers were entirely confined to members. The first gun was fired at 11h. 11m. 10s. from the Commodore's steam launch, the *Mistral*, and the second exactly five minutes afterwards, when the *Lizzie* from the lee, and the *Kilmeny* from the weather station, dashed to the front, and made the pace as hot as they knew how, towards a flag-boat placed half-a-mile due south of the South Bar buoy. The buoy itself is the usual mark, but, it being the spring tides, the Commodore was unwilling to risk any possible chance of vessels of such large draught of water touching when rounding, should the race be protracted until low water, it being at the start the very top of the tide. The *Mosquito* hung on, and fouled her spring, but it was promptly cut, and, under balloon staysail and a 30-feet topsail, she soon passed the *Lizzie* and ran up on the *Kilmeny*, the *Volante* going on first, and setting her favourite jib-topsail. It was a nice easy reach over the young ebb of about two miles to S.W., and after rounding a run to the Rosbeg buoy, when most set spinnakers, or boomed out their foresails to windward—*Mosquito* contenting herself with her plain sails, was much bothered by the *Kilmeny*, who was reaching splendidly on her weather, and holding the big cutter like a bulldog. At last, by keeping dead away from her, and then luffing right up, the "dear old lady" got clear, and, easing her sheets, went off in hot pursuit of her ancient rival, commonly called by her friends "the dear old woman"—the many contests and vict. between the pair being already duly chronicled in *Hunt's Magazine* of 1867.

After passing the Rosbeg, it was necessary to keep to leeward, for fear of the strong channel ebb carrying the yachts to the southward if

the Kish ; and the breeze increased and became very strong, with heavy squalls brewing all round ; the course from Rosbeg to the ship being S.E. $\frac{1}{4}$ S. $4\frac{1}{2}$ miles. Volante reached it first, and rounded in a whole smother of rain and wind at 12h. 38m., followed by Mosquito at about 12h. 41s.—but all hands were too busy at her sheets to catch the exact moment ; Kilmeny 12h. 46m.—Lizzie and Dinorah had already given up, their chances being hopeless with the large vessels in such a breeze. Volante, being extremely light in ballast, having taken out four tons this year, lay over at a painful angle, her crew being actually sitting outside her weather rail, and she was glad to get in her jib-headed topsail. While doing this the old ironsides, but little pressed even by her big square, came up at 12h. 55m., and ran through her lee into the first place, Kilmeny coming along gaily on Volante's lee quarter, but also having to douse her topsail. While nearing the harbour we observed the fine schooner Egeria, with a large party of ladies and gentlemen on board, come out to watch the race, and going upright as a church in the whole of the rumpus. The rain was now coming down pretty freely, and rumpling up the Mosquito's beautiful new mainsail, until she slacked her boom traveller and eased down her peak and throat purchases. As they neared the boat the squall blew heavier, and the wind headed the vessels one and-a-half points, which favoured the Mosquito, and she tore along at a fearful pace, with her lee rail well under water. It was then proposed to take in her topsail, but the squall cloud looking lighter, she held on, and it blew over ; the Volante re-setting hers, and soon after her jib-topsail. The time round the flag-boat off East Pier end was—Mosquito, 2h. 0m. 10s.; Volante, 2h. 8m. 20s.; Kilmeny, 2h. 13m. 10s.

On easing sheets and getting a reach to the South Bar boat Mosquito drew out her lead of Volante to 13m., and of Kilmeny to nearly 25m., looking all over a winner, when plump she went into a flat calm, and the others, setting spinnakers, began to come fast upon her, Kilmeny rapidly catching Volante. All gybed off Sutton at 2h. 50m., and Mosquito tried to boom out her foresail, but could not make it of any use, and at 3h. 6m. Kilmeny, after some manœuvring, passed Volante to windward, and drew fast on the leader. Rosbeg buoy was negotiated by Mosquito at 3h. 11m., Kilmeny 3h. 16m. 15s., Volante 3h. 16m. 50s., and it was now a great question what course to steer, for fear of the tide, should the breeze fail, taking the yachts clean away to the southward. All hauled close on a wind, and at 3h. 22m. both Kilmeny and Volante tacked to starboard, and began a vicious battle for the weather-guage, in which the smaller was victorious ; Mosquito's skipper

thought he could fetch the Kish light-ship, and tacked for her, followed by the *Volante* ; but Mr. Pascoe French held on, and making a better calculation of the tide, which was not so strong to the southward as the others expected, he hit it off better, but of course much astern of such a powerful boat to windward, time being—*Mosquito* 4h. 12m. 30s., *Kilmeny* 4h. 23m. 30s., *Volante*, who over-reached herself, 4h. 25m. 10s. The wind now fell very light, and the whole of the race depended on the brains of the pilots of the vessels, and their luck as to where the breeze, with the first of the flood, would come from. *Mosquito* luffed in for Dalkey, hoping to catch the young flood through the Sound, the *Kilmeny* following suit, while *Volante* kept away up the centre of the bay. The wind got lighter and lighter, and about five it was nearly a dead calm, but with symptoms of an approaching breeze, and the result hung on who should catch it first, as *Volante* had come up abreast, but wide of the *Mosquito*, and *Kilmeny* was well inside her time of both. The *Egeria* was now observed off the hardour, running fast along on the port-tack for her moorings, while *Amber Witch* and *Dinorah* off Pool Beg were also rapidly crossing the marks in-shore, which gave great hopes to the leading vessels.

At 5h. 11m. a nice breeze came down from S.W., and *Mosquito* trimmed her sheets for a beat to the goal, catching the first of the puff, and of course darting away from *Kilmeny*, who had it last; the *Volante* coming along second under her jib-headed gaff and jib-topsail. The wind increased as they neared the harbour, but none of them could fetch it by a mile, and *Mosquito*, beautifully steered by Mr. G. Putland, made the most of every puff, and as soon as she could weather the West Pier end, tacked for it, but failed to fetch the *Enid* flag-ship, which had been towed out to the mouth of the harbour, clear of the crowd of yachts and boats. With one tack, however, she accomplished it, and went in a gallant winner, the first time this season, at 5h. 43m. 45s ; *Volante*, 6h. 0m. 10s.; *Kilmeny*, 6h. 8m. 40s.—the little fellow, who had to receive 14m. 49s. from each of the others, thus losing the first place by 10m. 6s., but gaining the second by 6m. 19s.

The time of the winner round the course of thirty-two miles, exclusive of beating, was 6h. 33m., of which the first round took but 2h. 44m., while the breeze lasted. Thus ended a most beautiful and well-sailed match, the last of this club for the season, with the exception of 1 single-handed spin for the honorary secretary's tankard ; and most fortunate the club has been in its days throughout, not having had a single blank, or one wrangle, dispute, or protest in the course of time match sailed under its auspices, for prizes amounting in the whole to £219.

has proved, by the sailing in its races of such vessels as Egeria, Mosquito, Volante, and Persis, that amateurs, properly trained and assisted by willing skippers and professional crews, can be trusted to steer and handle yachts much larger than used to be thought possible; while the club is, we are happy to think, living down the dislike with which it was at first regarded, not only by the professionals on whose province and prerogative its amateur steersmen touched, but by the Royal yacht clubs in the harbour, who at first regarded it as a dangerous rival, but are now convinced of its utility in forming a taste for yachting amongst young men, who, having once begun to enjoy the excitement of racing, are eager to possess vessels and to enrol themselves in the larger yachting societies.

July 24th.—Single handed match for a cup presented by J. A. Lyle, Esq., Hon. Sec.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Steersman.	Builders.
1397	Queen	cutter	15	Pascoe S. French, Esq.	Hatcher
1764	Torch	cutter	16	G. B. Thompson, Esq.	Fife
	Pembroke	cutter	15	J. Hanly, Esq.	
980	Meta	cutter	9	G. Putland, Esq.	Morrison
1765	Torment	cutter	5	T. P. Hayes, jun., Esq.	Williams
1206	Nikomi	cutter	6	J. Stephenson, Esq.	Stow
538	Flirt	cutter	7	J. F. Maldon, Esq.	Harvey
1058	Mora	cutter	10	F. W. E. Cusack, Esq.	
589	Gannet	cutter	7	Colonel Atkinson	
1782	Truant	cutter	5	S. W. Nugent, Esq.	

At 12h. 25m. the preparatory flag was hoisted. At 12h. 30m. the preparatory gun was fired, and five minutes afterwards the starting gun. before which no vessel was to pass the starting line (an imaginary one) between the east and west pier heads.

The yachts passed out of the harbour in the following order: Torment, 1; Meta, 2; Queen, 3; Truant, 4; Nikomi, 5; Mora, 6; Gannet, 7; Pembroke, 8; Torch, 9; Flirt, 10. The course was from the harbour round the South Burford Buoy, back to the harbour, finishing at the commodore's yacht.

The Flirt was six-and-a-half minutes late in starting, and the Torch three minutes. Queen soon got in front, and, notwithstanding her bad start, Torch went through the fleet, and in less than half-an-hour took second place, all close-hauled for the South Burford Buoy, which was to be left on the starboard hand. Nikomi, not expecting to weather it in the one board, tacked towards the shore, followed by Pembroke, Gannet, and Truant, but, after a short reach, they went about again,

Soon after Meta lost her weather topmast-stay, and her "crew," in order to save the mast, had to get the topsail down. This exploit was done as quick as if half-a-dozen men had been "before the mast!" All the yachts reached in spanking style for the South Burford buoy, which was rounded thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Queen	1	15	0	Mora	1	23	0	Pembroke	1	29	0
Torch	1	18	10	Meta.....	1	27	0				

The others were not timed. On rounding the buoy the Meta lost her jib-sheets, and had to luff up while reeving fresh ones, Pembroke then passed her. Mora shortly after sprung her tiller, and steered home with a hatchet handle. The first did not round the mark, being pressed with a large topsail and first jib, she found the lop outside too much, and bore up for the harbour. All ran back to the harbour with the wind abaft the beam, Pascoe French steering the splendid little Queen in gallant style, Torch holding her own with her, and Meta with Mora; indeed, the Meta's "crew" had much to contend against, and, if her topmast stay and jib-sheets had not come to grief, this gallant little cutter would evidently have given a different account of herself. The Queen and Torch had it now all their own way, and the race lay virtually between these yachts to the flag-boat in harbour, where they were timed officially as follows:

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Queen	1	49	59	Meta	2	8	24	Gannet	2	17	51
Torch	1	54	11	Pembroke	2	9	0	Truant.....	2	22	37
Mora.....	2	5	23								

NEW THAMES YACHT CLUB OCEAN MATCH TO HARWICH.

THIS affair came off on Saturday July 3rd.—and was the final close of the Club's season, which we were forced to omit in our last number with several others for want of space. The following six started at 8h. 30m. a.m.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
645	Gloriana	schooner	183	A. O. Wilkinson, Esq.	Ratsey
543	Flying Cloud.....	schooner	80	Count Batthyany	Inman
49	Amy	schooner	70	L. J. Crossley, Esq.	Fife
371	Druid	yawl	80	T. Groves, jun., Esq.	Harvey
1204	Nettle	cutter	80	J. D. Lee, Esq.	Hatcher
1758	Thought.....	cutter	28	G. Wells, Esq.	Hatcher

The Cambria schooner was entered, but she did not start, although she came round to the Thames from Cowes. The Amazon cutter was al

entered, but owing to the sudden death of her owner, Mr. H. F. Smith, she did not start.

They were all anchored in line in the Lower Hope, and at the given signal, 8h. 30m. got their anchors, running up headsails as they came on the N.E. light breeze. The flood had just done, and before they got to the Mucking they had a strong ebb under them. The Flying Cloud sent up two gaff-topsails, but the Amy and Gloriana only set main-topsails; all the cutters sent up working topsails to turn down the river. The crew of the Nettle got too much "beef" on the jib halyards and burst the bobstay, but this mishap was smartly remedied, and she did not lose much ground. The little Thought led and was followed by the Druid, the latter being about half a cable's length in front of the Flying Cloud. The wind was very light the whole way down Sea Reach, and varied so much as three or four points sometimes; thus at one time when they were just below the Chapman the Nettle got a slant and stood on right down the river, coming abeam of the Gloriana. They passed to eastward of the Nore as follows:—

	h. m. m.		h. m. s.		h. m. s.
Thought.....	10 31 0	Flying Cloud ...	10 45 0	Nettle	10 50 0
Druid	10 31 30	Gloriana	10 49 0	Amy	10 52 0

The Thought was, however, leading the Druid by at least half-a-mile, as she was that much to windward of her as they fetched past the Nore. The breeze came now out steadily from E.b.N., and the yachts had to face a nose-ender in working down to the Swin, and thence to the Gunfleet. They, however, carried the ebb running from the mouth of the Thames to the end of the Maplin Sands. There they met the Channel ebb tide, but it was now nearly spent, and when they fetched the Swin Middle at two o'clock they felt the young flood under them. This, as the breeze increased, worked up a lumpy sea, and the little Thought burying her lee rail in the sea, was weathered on by the Druid, and the Flying Cloud went straight through her lee before they passed the Mid Swin Light. These three were making a very pretty match of it, the Flying Cloud especially distinguishing herself; but although she was undoubtedly doing better than anything else in the match, her chance was entirely disposed of by those on board misapprehending the course, and standing out for the Gunfleet. She took the Thought with her, but the Druid's pilot stood through the Wallet, and thereby saved at least three miles. The Gloriana was quite two miles to leeward of the Druid, and also went through the Wallet, but the Nettle and Amy went outside. The latter two were sailed hull down by the leaders, but they were having a good match all to themselves astern, the Amy fore-reaching the Nettle, and the latter weathering on the Amy, so that they just managed to keep within hail of each other the whole way down. In turning down through the lumpy water the Thought did wonderfully well, and although she gave those on her weather a full view of her garboard streak, she got very little water beyond spray upon her deck. The Flying Cloud reached away from her very fast though, and as they fetched down to the West Rocks Buoy at 7h. 41m., she was nearly two miles ahead of

her. Here they all came into the same course again, and reached in a long line for the Cork Light. The Druid was leading, followed by the Gloriana, but they held the foremost position solely on account of their having come the short cut. The Gloriana, in the long reaching, had greatly improved her position, and as they bore away round the Cork Lightship was not more than a mile astern of the Druid thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Druid	8	1	30	Flying Cloud ...	8	20	30	Nettle	9	38	0
Gloriana	8	9	0	Thought	8	40	30	Amy	9	38	30

From the Cork Light to the Bell buoy channel to Harwich Harbour they had the wind well on their quarters, and the Gloriana directly began to exhibit her superiority off the wind by running up close in the wake of the Druid. The Thought, in the same way as they came into smoother water, "ran" the Flying Cloud a great deal, and got within her time allowance. As they hauled into the Bell buoy channel the Druid still led the Gloriana by a cable's length; but the latter, by an extraordinary effort from a new hand at the bellows as they stood up the harbour, got on level terms with the yawl, and they finally passed the flag-boat abeam some quarter-of-an-hour or so after sunset. The Nettle and Amy did not get in until long after dark; but they never got separated, and kept up a good fight to the last. The time of each vessel's arrival was as under :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Druid	8	44	50	Flying Cloud ...	9	23	0	Nettle	10	27	0
Gloriana	8	44	50	Thought	9	34	0	Amy	10	32	0

The Druid took the first prize, the Thought the second, and Gloriana the third. The Druid, Thought and Flying Cloud left Harwich for the Thames.

ROYAL IRISH YACHT CLUB REGATTA.

THIS regatta commenced July 21st., and was very well attended. The first match on the card was for £100 (presented by the Dublin, Wicklow, and Wexford Railway Company), open to all yachts belonging to members of a royal or foreign yacht club; a time race; long course, twice round. First yacht £75, second £25; unless three or more yachts start no second prize. The following started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Build.
1659	Mosquito	cutter	60	T. Houldsworth, Esq.	Mare
1867	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
390	Egeria	cutter	152	J. Mulholland, Esq.	Wanhill
1263	Oimara	cutter	62	C. J. Tennant, Esq.	Steele

The Cambria had been entered, but did not make her number at the station. The wind was about south, and very fresh. Volante had a reef in her mainsail, over which she set a jib-headed topsail, Mosquito a jib-header also; the schooner and Oimara small working square-headed topsails. The second gun went at 10h. 25m., nearly half-an-hour behind the appointed time. Volante went off quickly, followed by Mosquito, Egeria and Oimara. Outside the harbour the schooner went by Mosquito, and the flag-boat off the harbour was hauled round by Volante, Egeria, Mosquito, and Oimara in the order of their names, and the latter, luffing sharp round, got the weather-guage of all, and began to head reach on the schooner. Volante tacked first to the shore, then Oimara and the schooner, who was holding a famous wind, followed by Mosquito. On her next tack to port Oimara weathered the Muglin flag-boat at 10h. 55m. 15s., Mosquito at 10h. 58m. 25s., and Volante at 11h. 0m. 30s. The latter took in her jib-header before she arrived at the flag-boat. While the leader was taking down her fore-topsail and setting a jib-header, which occupied nearly 14 minutes, the schooner drew on her at a fearful rate, threatening her weather quarter. There being a nasty haze at sea neither of the leading yachts could sight the light-ship, and on making it out they were considerably to leeward, so had to close haul to fetch it. The time at which the ship was gybed round was :—

	h.	m.	s.		h.	m.	s.
Oimara	11	28	0	Mosquito ..	11	34	30
Egeria	11	29	0	Volante.....	11	37	30

The schooner lost no time in sending up a jib-topsail, and balloon-fore-sails were got into requisition by all. At 12h. 40m. Egeria had run past Oimars, and took the lead. The large cutter set a spinnaker after some delay, and she sailed in close company with the schooner to the flag-boat off the Bailey, which she passed at 11h. 58m., a few seconds in advance of her antagonist. Mainsheets were hauled in a trifle for the reach to the Poolbeg boat. Almost immediately on rounding the boat off the Bailey Egeria's fore-topmast-backstay-tackle gave up, and the stick going by the board, her jib-topsail got into the water. The wind now came down in strong gusts, putting the sides of these large vessels down to their covering boards. At 12h. 5m. Mosquito passed the Bailey boat, Volante following some four minutes after. The schooner, despite her accident, outran the large cutter to the Poolbeg boat, which she hauled round some 25s. in advance, but Oimara luffing short round, got on the schooner's weather, and both close-hauled for a short turn to windward, to leave the flag-boat off the harbour on their port hand. She continued to weather on the schooner on the reach across the bay to the back of the west pier, when she was first to tack to fetch the boat off the harbour. After passing it, and making a short board into Scotchman's Bay, she tacked for the Muglin boat, but not being able to reach it had to make a short board to get round. Egeria and Mosquito did not follow the leader, but reached on their starboard tack, and

after a couple of boards fetched round. The time at the Muglin flag-boat second round was ;—

	h. m. s.		h. m. s.		h. m. s.
Oimara	12 47 0	Egeria	12 52 55	Mosquito	12 57 0

Volante having tailed off a good deal in the second round became obscured in the haze, and could not be timed. It was a reach full and by for the Kish lightship, the time of gybing round on the second occasion being thus :—

	h. m. s.		h. m. s.		h. m. s.
Oimara... ..	1 15 45	Egeria	1 20 40	Mosquito.....	1 34 0

Balloon headsails in demand again. Oimara set her spinnaker, and the schooner her main-topmast staysail, who now began sorely to feel the loss of her fore-topmast. Off the Bailey flag-boat Oimara still led by 5m. 37s., passing which balloon sails were shifted for working ones, as on the previous round, for the turn to windward for the boat off the harbour, which was to be left on the starboard hand. Egeria tacked first to port into the middle of the bay, and at the same time the big cutter off the west pier ; and after passing the flag-boat off the harbour just stood on sufficiently far to get the range of the buoy in the harbour, which had been placed to indicate where the match should conclude. Had the sailing committee any idea of the result that was likely to follow by bringing vessels of the size of those sailing in the match into the middle of a harbour thronged with yachts they would certainly have selected either another position for the conclusion of the race or taken care that the course was cleared. Immediately on Oimara passing the buoy, which she had to bear away to do, so as to leave it on the starboard hand, to the great consternation of all on board a perfect wall of yachts, was presented to view. Her helm was jammed hard up, and this splendid vessel turned on her keel as quick as a fifteen-tonner. One yacht with a large party on board narrowly escaped being cut in two and the Derwent had her jib-boom and topmast taken out of her. The schooner on passing was equally surprised, and after managing to luff up just cleared the stone jetty, and had to bear away through a fleet of small boats, which, owing to a perfect marvel of steering on her skipper's part, were not run down. Subjoined is the official time of the match which is perhaps, the very fastest ever run in Dublin Bay. From the estimated length of the course the Oimara could not have travelled at a less speed than $11\frac{1}{2}$ to 12 knots in the average of the day's sailing. She won the first prize of £75, and Egeria the second of £25. Conclusion :—

	h. m. s.		h. m. s.		h. m. s.
Oimara	2 19 46	Egeria	2 36 0	Mosquito	2 46

Volante not timed.

The next race was for £50, open to all yachts of 40 tons and under, longing to members of a royal yacht club ; a time race ; long course, t round ; if more than two yachts start, first £35, second £15. The follow started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
802	Kilmeny	cutter	30	P. S. French, Esq.	Fife
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
43	Amber Witch ...	yawl	38	J. M'Curdy, Esq.	Wanhill
1768	Torpid	cutter	28	Major W. Longfield	Day & Co.

All reefed except the yawl, and housed topmast save Muriel, who set a jib-header over her reefed mainsail. After a very fair start the yawl, which had the weathermost station, got in front, and took the flag-boat off the harbour first, then Muriel, Torpid, and Kilmeny, which was to leeward of Muriel, last. Muriel shot up short into the wind after rounding, and soon weathered on the lot, and obtained the lead, which she kept for the rest of the match. After rounding the Muglin flag-boat she shook out her reef, and sent up her 25-foot topsail. The Muriel gybed first at the Kish about two minutes and-a-half ahead of the yawl, which was closely followed by Kilmeny, Torpid a good bit astern. After rounding Amber Witch gained considerably on the leader in the run up to the Poolbeg boat, approaching which all housed topmasts, preparatory to the beat back to the harbour flag-boat. After rounding it Kilmeny weathered on Amber Witch, who in turn weathered on her before passing the Muglin boat. On the reach thence to the Kish the yawl went away from Kilmeny, and drew on Muriel, who, however, again rounded the Kish, in advance. Having got up her stick she set a jib-header, this time the wind coming fresher, and all setting balloon foresails, but the 40-tonner was the only one to send up any balloon muslin, there being plenty of sea on in the locality. The time at the Kish second round was :—

	h. m. s.		h. m. s.
Muriel	2 30 0	Kilmeny	2 36 50
Amber Witch	2 33 40	Torpid	2 30 30

Amber Witch closed on Muriel in the run up, as on the preceding round, when Muriel set a jib-topsail, and held her position with the yawl, and after passing the Poolbeg boat housed topmast again for the beat home. The 40-tonner again proved victorious, after a hard fought contest. The yawl got the second-prize. Torpid did not appear to be going along in her usual form at all. The match concluded thus :—

	h. m. s.		h. m. s.
Muriel	3 49 45	Kilmeny	3 58 35
Amber Witch	3 53 34	Torpid	4 4 2

The next race was for £20, open to all yachts of 25 tons and under, belonging to members of a royal yacht club, a time race ; short course, twice round. The following started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
872	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1397	Queen	cutter	15	W. R. Johnson, Esq.	Hatcher
1597	Siren	cutter	19	D. Corbett, Esq.	Marshall
1837	Vampire.....	cutter	20	Thos. Cuthbert, Esq.	Hatcher
	Mamie	cutter	22	W. H. O'Bryan, Esq.	
1764	Torch	cutter	15	G. B. Thompson, Esq.	Hatcher

All were reefed and housed topmasts, and got away with a capital start, Mamie outran her boats to the Poolbeg boat, Lizzie and Vampire well up. On reaching for the boat off the Bailey, the jaws of the Queen's gaff were carried away, and she bore up for the harbour. Off Rosbeg Siren's mainmast went by the board, short off at the deck, and Torch bore down to give assistance, and hauled down her racing flag. The wreck was towed in by a pilot boat. Lizzie weathered on Mamie upon the beat to the Muglin boat, but the latter outran the former to the boat off the Poolbeg by half-a-minute. After rounding, Lizzie tacked at once to starboard into the bay. Mamie stood, and in cross tacking Mamie was weathered by Lizzie, who retained the lead for the rest of the match, and subsequently passed Vampire, who evidently did not relish the heavy lop. The race finished thus:—

	h. m. s.		h. m. s.		h. m. s.
Lizzie	3 32 16	Vampire	3 36 52	Mamie	3 37 20

The next match was for a £7 prize, for yachts under 5 tons. The Flirt and Nikomi were the only ones to start. The latter led out to the first flag-boat, after which she carried away the jaws of her gaff, and gave up, leaving Flirt to sail over the course by herself.

Second Day.—July 22nd.—The first match on the card for this day was for £60, open to all yachts 70 tons and under, belonging to members of royal yacht clubs: a time race; Long Course, twice round. The following took up their stations, viz:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
619	Gertrude	yawl	68	Martin Hayes, Esq.	Wanhill
1867	Volante	cutter	60	H. C. Maudslay, Esq.	Hatcher
1059	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare

The Muriel was entered, but did not start. The morning having given indications of a breeze again from the southward, like yesterday, small headers was the order of the day. However, just before the start, it fell calm, with hardly wind enough to blow out the flags; any there was came from the south. Volante got out of the harbour first after gun-fire at 11.

35m. and set a jib-topsail, the yawl and Mosquito followed. All then sent up large working topsails. The flag-boat off the harbour was rounded by Volante four minutes ahead of the yawl and Mosquito. Volante, after making a short board into the east pier-head, went on starboard tack, the yawl and Mosquito close-hauled on same tack, and the former was first to go about, Volante tacking in her headway and Mosquito in her wake. On the next tack to port the Muglin flag-boat was passed by Volante at 11h. 24m. 20s., Gertrude 11h. 25m. 10s., and Mosquito 11h. 27m. 10s. The breeze now freshened up, and balloon head-sails were in demand for the reach to the Kish. Mosquito getting the first and best of the breeze, reached past the yawl, which was apparently deserted by the wind, and drew on the leader. She, however, caught it, and went away from Mosquito with the lead again. The Kish was gybed round by Volante at 12h. 11m. 50s., Mosquito 12h. 11m. 55s. and Gertrude 12h. 14m. 35s. Mosquito, in endeavouring to pass Volante to windward, was bored up, but eventually could not be denied, and she went in front on the run to the Bailey flag-boat. At 12h. 30m. the yawl ran up to the leading boats, and the trio sailed almost in a cluster to that mark. Volante passed it about three-minutes-and-a-half ahead of Gertrude and Mosquito, who were at it nearly together. The wind which had been exceedingly paltry and untrue up to this, now came away from the N.W., and working head-sails were exchanged for ballooners for a beat to the Poolbeg boat. Volante tacked to port first, followed at once by the yawl, and then Mosquito, and the trio worked up the middle of the bay until the wind came away from the S.W., which Volante was first to feel, and off she went with a rapid full for her next mark, leaving Gertrude and Mosquito becalmed between the two winds. The latter yachts were twenty-three minutes behind the leading yacht at this mark. The wind still favoured Volante, and followed her round this as well as the flag-boat off the harbour, and she went away with a staggering breeze off the shore at S.W. for the Muglin boat at the same time that Gertrude and Mosquito had it away to the eastward. The time of passing the Muglin boat, second round, was, Volante 2h. 25m. 0s., Gertrude 2h. 39m. 50s., Mosquito 2h. 46m. 0s.; and the Kish, Volante 3h. 5m. 10s., Gertrude 3h. 16m. 0s., Mosquito 3h. 23m. 20s. After rounding the Kish one of the books of the yawl's weather topmast rigging gave up, and her topmast went over the side, depriving her of any little chance she might have had of the race, which for the previous two hours appeared to be altogether in Volante's hands. The yawl got in the wreck, and still struggled on in the squall, which subsequently came away from the S.W., and overtook the yachts reaching for the Poolbeg, and it was not until off the pier-heads that the Mosquito passed her going into the harbour. Volante came in a winner by 10m. 19s. without any time allowance. The following is the time of the arrival at the flag-ship.

	h.	m.	s.		h.	m.	s.
Volante	4	47	46	Mosquito	4	58	5

The next match was for a cup, value £60, presented by Mr. C. Putland, late Vice-Commodore of the Royal Irish Yacht Club; open to all yachts

belonging to members of the Royal Irish Yacht Club ; a time race ; long course, twice round. The following started, viz :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig	Tons.	Owners.	Builders.
802	Kilmeny	cutter	30	Pascoe French, Esq.	Fife
	Dinorah	cutter	40	T. D. Keogh, Esq.	Fife
382	Echo	yawl	29	W. I. Doherty, Esq.	Wanhill
43	Amber Witch ...	yawl	38	J. M'Curdy, Esq.	Wanhill

The Siren had entered, but was unable to go by reason of the accident of yesterday. The Amber Witch led all through, and won the cup ; Kilmeny second, with Echo, except during the reach off to the Kish in the first round, when Dinorah took second place ; but after passing the Kish the latter yacht was overhauled by Kilmeny and Echo, who maintained second and third positions afterwards. The time at the Kish, at finish was :—

	h.	m.	s.		h.	m.	s.
Amber Witch.....	4	54	0	Echo	5	28	50
Kilmeny	5	15	0	Dinorah	5	45	0

The Amber Witch had several minutes to spare over her time allowance to Kilmeny.

The next race was for £25, open to all yachts, 30 tons and under, belonging to members of a royal yacht club ; a time race ; short course, twice round. The following started, viz :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
817	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
	Mamie	cutter	22	W. H. O'Bryen, Esq.	
1368	Torpid	cutter	28	Major W. H. Longfield	Fife
1837	Vampire.....	cutter	20	T. Cuthbert, Esq.	Hatcher

Mamie soon got in front after the start, and retained the lead round the Poolbeg flag-boat, where Vampire was second, Lizzie third, and Torpid fourth, the latter having carried away her topmast on the reach across the bay to the Poolbeg. On passing it spinnakers were set by all, and Mamie hauled round the Bailey boat first, Vampire second, and Lizzie third, who luffed upon Vampire, and passed her to windward. Lizzie then took the Muglin flag-boat first, but was displaced by Mamie on the second round, and the latter led all through for the rest of the match, which concluded as follows:—

	h.	m.	s.		h.	m.
Mamie	6	57	15	Lizzie	6	59

The next race was for £15, open to all yachts 15 tons and under, belonging to members of a royal yacht club ; a time race ; short course ; twice round. The following started, viz :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1052	Mora	cutter	15	W. B. Price, Esq.	Fife
921	Magnet	cutter	13	T. Wilson, Esq.	Holden
1397	Queen.....	cutter	15	W. R. Johnson, Esq.	Hatcher
980	Meta	cutter	9	Hon. Captain Crichton	Morrison
1829	Venture	cutter	15	M. R. Dalway, Esq.	Rogers
1053	Moia	cutter	10	F. W. E. Cusack, Esq.	
1764	Torch	cutter	15	G. B. Thompson, Esq.	Fife
1459	Ripple.....	cutter	12	G. Murney, Esq.	Fulton

Torch had it all her own way until towards the conclusion of the match, when she was passed by the Queen, who, however got into irons when tacking to get into the harbour, and lost her chance. The winner was admirably handled all through the race, which concluded :—

	h. m. s.				h. m. s.		
Torch	6	8	50	Ripple	6	18	36
Queen	6	10	52	Venture	6	31	50

The next race, for £7, open to all yachts, 7 tons and under, belonging to members of a royal yacht club, was contested by Torment, 5 tons, J. Todhunter, Esq.; Flirt, 7 tons, J. D. Meldon, Esq.; Nikomi, 6 tons, J. Stevenson, Esq.; and Peri, 5 tons, J. Williams, Esq. Shortly after the start Peri ran into the Muriel, and, having disabled herself, bore up for her moorings. The Nikomi led off, but having run into a calm off the second flag-boat, where she was detained for upwards of half-an-hour, hauled down her racing flag. The match ended in favour of the Torment, who won by 12m. 25s. over her time allowance, the time at the finish being, Torment 4h. 51m. 35s., Flirt 4h. 53m. 50s.

ANOTHER FATAL ACCIDENT TO A YACHTSMAN.

EARLY in the morn of Tuesday the 10th of August, another fatal accident occurred which has cast a gloom over the yachting community at present sojourning at Ryde—that of the death of Mr. Cornelius Grinnell, of the firm of Grinnell, Munten and Co., of London and New York, who had for some weeks past been on a visit to the Solent regattas. During his sojourn at Cowes he purchased the steam yacht Hawk, of about 150 tons, and was subsequently elected a member of the Royal Victoria Yacht Club. He attended the inauguration dinner of the club on the evening previous, and shortly after returning to his lodgings met with a fatal accident by falling from the drawing room window of his temporary lodgings. During the afternoon an inquest was held on the body before Mr. Frederick Blake, coroner of the Isle of Wight, when the following evidence was adduced which fully explains the cause of this sad termination to a life—whose name in the cause of humanity and benevolence it was so associated.

A respectable jury having been summoned of which Sir John Burgoyne was the foreman, after inspecting the remains returned to Sivier's Hotel, when the inquisition was opened.

Mr. James Gordon Bennett, Vice-Commodore of the New York Yacht Club, and owner of the Yacht *Dauntless*, said he had known the deceased about ten days since his arrival at Cowes. He had seen him about three years ago in New York. He believed deceased lived in London, but did not know his age. The previous night he dined with deceased, who was lodging at 35, Pier-street, at the Royal Victoria Yacht Club. Witness, Mr. Homans, and deceased left the club together about twelve o'clock. As they had no rooms, deceased offered to allow witness and Mr. Homans to sleep in his sitting-room. They all three went upstairs together. In a few minutes witness went down stairs, leaving Mr. Homans and deceased upstairs. When he got to the front door, he saw a body lying partly on the pavement and partly in the road. The body was carried upstairs, and Dr. Ollard was immediately sent for. Deceased was quite sober when witness left him in his room.

Sheppard Homans, a gentleman from New York, corroborated the evidence of Mr. Bennett. He added, that after Mr. Bennett went down stairs deceased had an impression that Mr. Bennett was going to look for another room rather than intrude on his kindness. He said, "I will see—I will go out on the balcony." He then drew up the Venetian blind, opened the window, and stepped out. He disappeared, and witness not hearing or seeing anything of him looked out of the window. Seeing no balcony, the thought flashed across his mind that deceased had fallen out. He looked out of the window and then ran down stairs, and found the body lying under the window. He felt the pulse and found it perfectly motionless. In his opinion death had been instantaneous. He was sure he was quite sober, and wished to state that as strongly as words could convey it. Dr. Ollard said that he was sent for shortly after two o'clock, and found deceased quite dead, evidently from a fracture in the base of the skull. The jury returned a verdict of "Accidental death," and appended to it an opinion that the window was in an unsafe condition and required protection. At the request of Sir J. Burgoyne, their foreman, they expressed on behalf of the whole British community, and especially of the yachtmen, their sorrow at the untoward accident to one of their visitors.

The Coroner entirely concurred with the verdict, and also as to the observations appended to it.

Editor's Yocker,

Ryde, August 7th, 1869.

SIR :—In your August number I notice a letter from Count Batthyany dated July 6th, relating to the Royal London Yacht Club race, on Saturday

the 19th June, in which I am stated to have entered a formal protest against the "Flying Cloud" sailing in the match in question, on the grounds that the noble owner was not a member of the club, although he was down for election on the day but one following—and supplemented by a gratuitous supposition that the fact of the Flying Cloud coming in beating the Cambria twice also influenced the protest; now I beg to say the circumstances of the case are quite different to the one sided statement put forward in so uncalled for a manner.

I remember the Count writing to ask if I had any objection to his entering the race, seeing he would not be a member until after; not the slightest objection was raised by me or intended on that point, but I stated in a note my unwillingness for second-class vessels to be entered with such a large time allowance, but that if he consented to sail as 100 tons and to accept 10secs., I should be glad to see him enter. Saturday 19th, was a R.L.Y.C. race; and on Monday 21st. a R.T.Y.C. race with a time allowance of 15sec.:—it was these two matches being so near together which caused me to misunderstand the Count's letter, when replying I thought he was down for the R.T.Y.C., and that the latter race was in the river; and on that misconception I grounded my objection. 1st. Not in the slightest degree on his not being a member, but that I had already protested early in the season to the R.T.Y.C. committee on the 15sec. time allowance, and was the means of its being reduced to 10sec.;—hence my surprise on finding as I thought that the time had been re-altered—as soon as I found out my mistake I verbally told Captain Grant to explain the matter to the Count, which I repeated to some one who came on the Cambria the day of the race.

In conclusion allow me to state that during the winter I hope to be able to show the three London Yacht Club Committees, the injustice of such heavy time allowances, as of classing second-class vessels with such yachts as the Alarm, Aline, Witchcraft, Cambria, Egeria, &c., and that any effort I may use to exclude all under 100 tons, the Count will not take as personal to himself as in the matter at issue, but that it will be done to endeavour to ensure fair play and equitable time allowances to all classes of vessels.—

Yours truly,

To the Editor H.Y.M.

JAMES ASHBURY.

THE LATE ROYAL WESTERN YACHT CLUB REGATTA.

Torquay, August 11th, 1869.

SIR.—May I request the favour of your inserting the accompanying letters in your *Magazine*? The reason for my so doing will be obvious when I state that I have received no reply to them whatever.—Yours, &c.,

To the Editor H.Y.M.

HENRY E. BATLY.

To the Committee of the Royal Western Yacht Club and Port of Plymouth Regatta.

GENTLEMEN.—I claim the prize presented by the Tradesmen of the R.W.Y.C., sailed for yesterday, and won by the *Buccaneer*, which prize I hear is to be

awarded to the *Ida* on the ground that she was eleven tons only, claiming time from the *Buccaneer*, I know the *Ida* to be over 11 tons Thames measurement. I have myself seen her measured by Mr. Mansfield, ship-builder of Teignmouth. I have also on several occasions sailed against her as a twelve ton yacht, and never was required to give her time. If this claim is disputed, I demand to have her measured by two competent persons, myself to have the appointment of one. In the event of my statement not being borne out by the result I undertake to pay for the measurement; if I am right the owner of the *Ida* must bear the expense. I beg to enclose the certificate of the *Buccaneer's* measurement; at the same time I am quite prepared to have her measured if the owner of the *Ida* requires it upon the same terms. This protest was duly made in writing on board the committee vessel yesterday by Mr. Clark, who was sailing the *Buccaneer* for me, and on my going on board to confirm it I was told the matter was settled, and one of the gentlemen of the committee further added it was a — cowardly thing my making the protest, or words to that effect.

Awaiting your reply, I have the honor, &c.,

Torquay, July 29th. 1869.

HENRY E. BAYLY, owner of *Buccaneer*.

Torquay, August 4th, 1869.

GENTLEMEN,—I beg to forward an extract from *Hunt's Yachting Magazine*, of December, 1864, in corroboration of my statement of having seen the yacht *Ida* measured by Mr. Mansfield at Teignmouth; the extract refers to the race for which the *Ida* together with all the other yachts engaged were measured; this having been, I believe, the first Teignmouth Regatta at which Thames measurement was adopted.

Yours, &c.,

HENRY E. BAYLY.

"TEIGNMOUTH REGATTA.—On Monday last, August the 15th, a great influx of visitors attended at this place to witness the aquatic Sports provided by a liberal committee, &c. The first match was for the ladies' prize of £20 for yachts of every rig not exceeding 15 tons, for this match the *Ida*, 12 tons, H. Hocking, Esq.; *Stella*, 12 tons, W. Lean, Esq.; *Folly*, 12 tons, W. L. Parry, Esq.; *Xanthe*, 15 tons, G. P. Cotton, Esq.; and *Coral*, 11 tons, Captain Bayly." —Extracted from *Hunt's Yachting Magazine*, 1864.

THE GREAT BARGE MATCH.

WE delayed noticing this affair in expectation of being able to give an extensive account this month, but the pressure of yachting news prevents. In our next we will endeavour to make amends for the delay; for it is but justice to a class of hard working men that their clever handling of these huge craft should be recorded.

TO CORRESPONDENTS.

Although we have given eight extra pages, several regatta reports and other communications unavoidably stand over until our next number.

London,—HUNT & Co., 6, New Church Street, Edgware Road, N.W.

HUNT'S YACHTING MAGAZINE.

OCTOBER 1st, 1869.

ROYAL SOUTHERN YACHT CLUB REGATTA.

THE annual regatta of this club was held at Southampton on Thursday, July 15th, and, in spite of the counter attractions at Havre and in the Western Channel, produced a good entry of first-class craft. A numerous fleet of yachts, of all descriptions, were at the rendezvous, and we have no hesitation in pronouncing this to be one of the most successful and well managed meetings the club has hitherto celebrated. The entry for the first race on Thursday embraced many well-known racing flags, viz:—For a piece of plate, value 100 guineas, presented by the Countess of Cardigan; for yachts of any rig or tonnage over 50 tons, belonging to a royal yacht club; time race, a quarter-of-a-minute per ton; yawls to have half of their tonnage added. Course from off Southampton Pier, down the water, thence round the Brambles Shoal, round Lepe Buoy, returning up Southampton Water, rounding the vice-commodore's schooner *Erminia*: twice round. The following vessels entered for this match and took their stations:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
543	Flying Cloud.....	schooner	75	Count E. Batthyany	Inman
1480	Rosebud	cutter	51	T. Chamberlayne, Esq.	Owner
230	Christabel	cutter	51	Earl Annesley	Aldous
718	Hirondelle	cutter	68	Lord H. Lennox	Wanhill
967	Menai	cutter	76	W. F. Stutfield, Esq.	Ratsey

The following were the time allowances, viz:—

	m.	s.		m.	s.
Menai allows Flying Cloud	13	0	Hirondelle allows Christabel	4	15
“ Hirondelle	2	0	“ Rosebud	4	15
“ Christabel	6	15	Christabel allows Flying Cloud	2	30
“ Rosebud	6	15	Rosebud “ “	2	30
Hirondelle allows Flying Cloud	9	30			

The morning prospects were not at all favourable, the sun pouring down with almost tropical vigour, and with the exception of a vein of wind here and there, and a stray “cat’s paw,” striking down at the time of starting, Southampton Water was as “still as a lagoon.” At eleven o’clock, with commendable punctuality, they were sent on their journey Flying Cloud and Menai rigging squaresail yards across—there being no limitation as to canvas—the rest electing the modern spinnakers to woo the light zephyrs, and all other light and fancy dimity was pulled out of the sail lockers for the nonce. For the first hour the race requires but little description, Rosebud going off with the lead, followed by the Flying Cloud and Hirondelle, who got her chain foul on starting, whipping in. Light airs prevailed until about an hour after starting, when a glance down the water showed the true breeze out all west, a fine slashing wind; vessels in the dim distance could be descried heeling over under the wind’s force. The competing vessels worked the south shore down, and Menai was first to feel the breeze as it came up the river, Rosebud taking it next, and screwing round on the Menai’s weather. Spinnakers were now gathered in, and Menai, the first to feel the true breeze, went off in fine style, a good clean full-and-bye, Christabel, settling down in second place, followed by Hirondelle, Rosebud, and Flying Cloud in the order named. Off Casland, with a fine seven knot breeze, Flying Cloud raced up to Rosebud and almost succeeded in sailing through her lee, the two going beam and beam, Menai still leading the fleet by a quarter of a mile, foaming along, with balloon jib, like a mad horse, and burying the lee rail deep in the water. Rosebud here finding the breeze too hot for balloon canvas, wisely sent a man out to cut away. Whether the knife got into the canvas as well as strop is uncertain, but certain it is that from tack to head the jib parted company. At this juncture Flying Cloud came with a rush through Rosebud’s lee, when rather inopportunistly the fore-topsail yard of Count Batthyany’s schooner went in the slings, but in spite of this mishap two stickers reached away, and left Rosebud in the unenviable position of stern chaser of the fleet. Menai persistently kept to her balloon, which, as it afterwards turned out, would have been to her profit had she shared the same fate as Rosebud’s sail. Opening out the West Cha-

large topsails gathered in, and jib-headers substituted. *Hirondelle* racing up off Calshot Light, and depriving *Christabel* of second place, and without change of position they reeled off the south-easterly limit of the course in the following time and order (East Bramble):—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Menai	1	13	0	|	Christabel	1	17	10	|	Rosebud	1	20	23
Hirondelle	1	16	0	|	Flying Cloud...	1	19	25	|				

The flood was still running, and to the West mark (Lepe buoy) was a fresh to windward; *Menai* luffing up, and getting in sheets, but still keeping on her balloon jib, and holding her reach across for the Island; *Hirondelle* tacking the same way; *Christabel*, *Rosebud*, and *Flying Cloud* going about directly after clearing the Shoal buoy. *Hirondelle* did not stand in so far as *Menai* on the first leg, but after made a long reach in through Cowes Roads, and then by short tacks worked down a fair tide as far as Egypt Point; *Menai*, *Christabel*, *Rosebud*, and *Flying Cloud* electing to work down over the slack in mid-channel. *Hirondelle*'s judgment proved correct, as on meeting she had weathered on the fleet and become leading vessel, *Christabel*, off Stone Point, just touching the ground, but coming off almost immediately; however, she stopped long enough to give *Menai* a start, the latter going into second place. *Hirondelle*, for range of Lepe buoy, considerably overreached herself, as did both *Menai* and *Christabel*. *Rosebud*, who had been exceedingly well handled, hit off her mark to a nicety; but whatever the *Menai* on the beat from the Brambles to the Lepe kept on her balloon jib for is a mystery, and such a sight as a cutter in a match turning to windward with a balloon jib and jib-headed topsail is an anomaly that rarely presents itself. The following is the time and order of rounding Lepe Buoy, the western limit of the course:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Hirondelle	2	32	15	|	Christabel	2	34	20	|	Flying Cloud ...	2	41	0
Menai	2	33	45	|	Rosebud	2	35	30	|				

Hence to the entrance of Southampton Water, the wind was dead on the mast, and spinnakers were again set on *Rosebud*, *Christabel*, and *Hirondelle*, the last named vessel being particularly smart with hers. *Menai* and *Flying Cloud* set square-sails and square-topsails, and *Christabel* shifted jib-header for balloon topsail. As there was little or no tide they ran back, with booms over starboard side, at a great pace for Southampton Water, the wind holding true westerly, and settling down to a fine whole sail breeze. *Rosebud* on the run passed *Menai*, and *Hirondelle* was surely gaining on the fleet. Reaching up the Water *Rosebud* ran up balloon foresail, but *Menai* repassed her, and had fairly collared *Christabel* on rounding, the vessels being hampered at the turn

by others brought up in too close proximity to the station vessel. The first half of the match was accomplished in the following time and order:—

	h. m. s.		h. m. s.		h. m. s.
Hirondelle	3 44 50	Menai	3 46 23	Flying Cloud ...	3 52 40
Christabel	3 46 15	Rosebud	3 49 45		

After rounding they carried a fair ebb tide down the water, Flying Cloud reaching down astonishingly fast, and off Calshot challenged and passed Rosebud, Hirondelle continuing to increase her lead, and Menai, who got balloon jib off on rounding, now going better, but without the least chance of keeping the prize out of Hirondelle's locker. On again opening out the Solent Christabel sent down topsail and housed topmast, and after shifted No. 1 for No. 2 jib; the others stuck stoutly to their topsails, Hirondelle and the schooner having square-headers, and Rosebud and Menai jib-headed. Thus far it had been a splendid match, and every foot of water gallantly fought and carefully judged. The following times of rounding the East Bramble give their relative positions at that point, and will show how much Flying Cloud had improved her position reaching down the Southampton water to this mark, viz:—

	h. m. s.		h. m. s.		h. m. s.
Hirondelle	4 45 20	Christabel	4 50 20	Rosebud	4 53 25
Menai	4 47 45	Flying Cloud ...	4 50 35		

Now on the back of the fair weather tide they turned down merrily for the western mark, Christabel, however, seeming out of tune, as the little schooner weathered on her the first tack, and became third vessel, Christabel having at the buoy they had just before rounded decidedly the best position, Flying Cloud having to give her room. Three tacks brought them on top of their mark, Lepe Buoy, which was rounded thus:—

	h. m. s.		h. m. s.		h. m. s.
Hirondelle	5 25 45	Christabel	5 32 30	Rosebud	5 35 0
Menai	5 30 0	Flying Cloud ...	5 32 45		

Good work thus far for the schooner to tackle such a clipper as Christabel to windward, and but for Flying Cloud considerably overreaching for range of buoy, she would have been round before the cutter. Now again for home on the last round they run dead before the wind for Calshot, but with a strong and hot lee tide in their teeth, which made locomotion rather slow. Spinnakers, however, telling a tale—and Rosebud's crew especially deserve great credit for their smartness in hand their troublesome customer, *i.e.*, the spinnaker—Rosebud again faster than any of the others, excepting Hirondelle, and would have done still better had she followed Christabel's plan of shifting jib-head

for her large topsail. As it was, however, Christabel, Rosebud, and Flying Cloud from Lepe to Calshot came up in a cluster, the schooner winged, with scarce a fathom of water between the trio. Hirondelle every moment increasing her lead from the lot, and came up Southampton Water in grand style. On getting into the river Christabel and Flying Cloud parted company, the former taking the (south) weather shore, Flying Cloud sticking stoutly to the opposite side of the water. The cutter, however, gave her the go-by, and went into third place, a position she maintained to the end, and the match ended without any other event of interest transpiring, the following being the respective craft's winning time, viz:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Hirondelle	6	56	0	Christabel	7	18	0	Flying Cloud ...	7	22	0
Menai	7	11	30	Rosebud	7	21	0				

Neither of the last named, however, rounded the mark on finishing, and the time is only given to show their positions to the other vessels, and would be within a few seconds of their time had they bore round the station-boat. After Hirondelle had passed the station vessel, (the *Erminia*,) she ran over a row boat with four men in her. The accident happened solely on account of the incapacity of the persons who met with the mishap, but fortunately terminated with only a ducking all round, the whole being in the course of a few minutes picked up by a yacht's gig. Hirondelle thus became an easy winner of Lady Cardigan's prize, value 100 guineas. She was well sailed, and certainly went better on the above occasion than in any previous race.

The next match was for the club purse of 50 sovs., to be divided as follows:—First boat £40, second £10, for yachts of any rig and tonnage belonging to a royal yacht club not exceeding 50 tons, and not less than 20 tons. Time race quarter-of-a-minute per ton. Yawls to have half their tonnage added, and cutters two-thirds of their tonnage added. For this prize there were only the *Thought*, cutter, 27 tons, G. Wells, Esq., and the *Queen*, cutter, 40 tons, W. Bird, Esq., entered.

Course from off Southampton Pier round the Brambles Shoal, hence round the Lepe Buoy, returning to station-boat,—the *Erminia*. All marks to be left on the starboard hand. On the starting signal being given there was scarce an air of wind out of the heavens, but what little there was came out fair, in fact right over the rail. *Thought* gathered way, as might be expected, quicker than her opponent, and off Hythe could descrie *Queen* a quarter-of-a-mile astern. She, however, through the wind heading her, had to gather in balloon foresail, which had been boomed out for the run. The operation named not being very smartly

done, through the sail getting in the water to leeward, had the effect of letting Queen range up on her weather. After this, for some quarter of an hour, they sailed into a flat calm, and when the breeze was again taken it was all out southerly, in an exactly opposite direction to before. Thought soon showed her fine weatherly qualities, and dropped Queen fast. At the foot of Southampton Water the breeze quartered on them, and the first Bramble Buoy they rounded was taken on an easy bowline, jib-headed topsail being carried on Thought, and second square-header on Queen. The time of their rounding the aforesaid buoy being:—Thought 1h. 32m. 0s., Queen 1h. 32m. 50s.

Hence to Lepe was a dead beat, Thought again dancing away from her opponent, and, clawing to windward in fine style, the following being their respective times of rounding the West Mark Lepe buoy:—Thought 2h. 44m. 50m., Queen 2h. 51m. 50s.

On returning up the West Channel Queen's topmast went off short to the cap, the topsail yard in its downward course pitching into the luff of her mainsail, and making an unmistakeable ventilator in that part of the canvas. After this Thought went rapidly away from her antagonist completing the first round some 15 minutes in advance, and ultimately winning the first prize, the following being the time of their respective arrivals:—Thought 8h. 33m. 0s., Queen 9h. 50m. 0s.

The club purse of £25 produced but three entries and only two starters, this match being for third class yachts of any rig, under 20 tons, belonging to a royal club; first boat £20, second £5. The entries were:—Pelagie, yawl, 13 tons, B. C. Greenhill, Esq., Dudu, cutter 15 tons, Capt. Hammond, Seaflower, cutter, 15 tons, A. Poynder, Esq., (the latter yacht did not start,) the owner of Dudu agreed to allow Pelagie 30m. over a course of about 20 miles, and on the first round appeared fully capable of conceding such allowance as she was an immense distance ahead, when her topmast, with balloon-topsail set, went short off, and falling across the gaff, also broke that spar, and thus, in a moment, poor little Dudu was a complete wreck. She however, went over the course, saving the second prize, and Pelagie winning the first of £20. There was also a match for £12, for boats not being yachts, but through some informality as to the course this was not decided. Rowing matches, &c., and which were well contested, finished up a successful regatta.

SOUTHAMPTON REGATTA CLUB.

July 2nd.—The weather throughout was fine, and a fresh sailing breeze, about north-east, was favourable for the sailing matches, and not sufficient to interfere with the rowing contests. The Cape Mail steamer, *Anglian*, moored off the town, did duty as station vessel, and was largely patronised by the club members and visitors.

A prize of £20, for yachts not exceeding 15 tons; time race, one minute per ton. The following were the entries:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
628	Gipsy	cutter	15	J. N. Palmer, Esq.	Stow
1408	Quiver	cutter	12	Captain Chamberlayne	Owner
	Ibis	cutter	11	S. Smith, Esq.	

The course was three times up and down Southampton Water, distance about 25 miles. Quiver, who, in spite of having leeward station, started off on the gun fire with the lead, sending up a jib-headed topsail, and which, with large working sails, she carried throughout the day. Gipsy and Ibis set second topsails, square-headers, and at the first mark-boat Quiver led Gipsy by half-a-minute, about the same distance intervening between the trio; Ibis, however, through her bobstay fall giving out, losing considerable in position. As the wind was N.E., the course, with the exception of a short stretch of water, could be sped over on an easy bowline, and Quiver, keeping up her position from starting, led Gipsy on rounding H.M.S. Hector on the first round by one minute, Ibis being two minutes after the last named. Two short tacks—the only sailing to windward being from the one side of Southampton Water to the other, did not improve matters with Gipsy, and on the second round, at the Hector, Quiver hauled round five minutes in advance of Gipsy, and Ibis four minutes after the latter, Quiver holding her position to the end, and winning easily without time allowance, the following being the time at finish:—

	h. m. s.		h. m. s.
Quiver	3 45 30	Gipsy	3 52 30
		Ibis gave up.	

Several rowing matches also took place which were well contested.

August 23rd.—In accordance with the programme the annual competition for the Southampton Challenge Plate, valued £100, took place.

It was we believe Southampton's second challenge cup, the first having been carried off on two consecutive occasions by the celebrated *Volante*, which had been filled up and blistered under the skilful operation of Hatcher to suit the times. Mr. Maudslay, the owner, having taken from Southampton the legal plate, a further subscription in 1867 was without difficulty raised and placed in the form of a second challenge plate after described—and was now sent forth for the fourth time of asking. In 1867 it was put up for *sail* and won by Mr. Rosoman, of the *Phantom*, beating her rival the *Thought*, as we thought at the time easily: but a protest was lodged against her on the ground of a foul. The Plate was subsequently re-sailed for and again won by the *Phantom*. Another protest made its appearance and the prize was awarded to the *Thought*. In 1868 it was again sailed for, and won by the *Niobe*, belonging to W. Gordon, Esq., who has since retained the same.

In the present instance there were four entries :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1758	<i>Thought</i>	cutter	27	G. Wells, Esq.	Hatcher
1234	<i>Niobe</i>	cutter	40	W. Gordon, Esq.	Hatcher
1480	<i>Rosebud</i>	cutter	51	T. Chamberlayne, Esq.	Owner
543	<i>Flying Cloud</i>	cutter	75	Count Batthyany	Inman

To which was added a purse of 20 sovs. as a second prize, presented by P. M. Hoare, Esq., M.P. A time race of half-a-minute per ton up to 80 tons, and a quarter of a-minute per ton above 80 tons.

The following were the allowances :—*Flying Cloud* to allow *Rosebud* 12m., *Niobe* 17½m. and *Thought* 24m.; *Rosebud* to allow *Niobe* 5½m., and *Thought* 12m.; *Niobe* to allow *Thought* 6½m.

The course was the same as on prior occasions : namely from their stations off the Town Pier, thence down the River to sojourn awhile in the doldrums, round the Brambles and back to Southampton, any time, any day or night, that is not within the limit of the hours of start and sunset. Well, all this might have been successfully accomplished had a little more punctually been adopted. A steamer, the *Lady of the Lake*, was engaged by the committee to accompany the yachts in their course, and was advertised to start at 10h. 30m. a.m. and call at the pier after the first round, but it was 11h. 20m. b e the start was effected. There was a pleasant breeze from the S. i up and down the river, but as the day advanced it became paltry d often dropped to a calm. The preparatory flag was hoisted five min s before the start. On lowering the flag from the steamer the ya. s

slipped and hoisted all sail with alacrity, making a reach inshore on the starboard tack, the whole four of the yachts having canted to port. Niobe was to leeward of the Thought and was closely pressed by her; insomuch that those on board the steamer expected that the Niobe would ground and be rendered *hors de combat*. As it was we have subsequently learnt that it was "touch and go," and the Thought was hailed to go about, but the Thought disregarded the appeal, which gave subsequent cause for protest. Such kind friendly feeling was exhibited for some little time afterward, the Thought each occasion tacking on the Niobe's weather, until at 11h. 46m., when the Niobe grounded on the Western shelf. At length with the flowing tide she wore round somewhat lazily on the heel, and on gybing over the "send" gave her impulse and she rounded to and after ten minutes delay was again on her course. Meanwhile Thought had advantage of the mishap, and the whole of the yachts continued working down the Southampton Water, hugging the eastern shore aboard. At noon they were only in the neighbourhood of the Victoria hospital, carrying with them or rather contending against a breeze dead on end, and on the last of the flood. At 12h. 30m. the Niobe tacked off shore, weathered the schooner and took the third place, the Thought followed by the Rosebud with a gap of about 5m., and a similar distance between the Rosebud and the Niobe. At 1h. 10m. they were in the vicinity of Stubbington, and after making several tacks rounded the South-east Bramble Buoy as follows:—

	h. m. s.		h. m. s.		h. m. s.
Thought	1 55 45	Rosebud	2 2 30	Niobe	2 7 30

From thence they set their balloon sails and bore away for the South-west Bramble, the "chequered buoy with a light cap on a barber's pole," as it is termed by the Southerners, which was passed as under:—

	h. m. s.		h. m. s.
Thought	2 24 30	Niobe	2 38 10
Rosebud	2 33 0	Flying Cloud.....	2 43 0

From hence there was very little to remark beyond the belief that the wind would die out and a calm follow. The Committee steamer was therefore directed to quicken her pace homeward which she did from 8 to 38 revolutions and reached the pier end, whence the time was officially taken as follows:—

	h. m. s.		h. m. s.
Thought	4 43 30	Flying Cloud.....	5 10 45
Rosebud	4 51 57	Niobe	5 19 30

After the yachts rounded the mark-boat the breeze veered to the S.W. and W.S.W., threatening to die away altogether as sunset approached. But the yachts continued on their second round, lying down

the river on the starboard, making but one reach of it thence. It was now past 6h. p.m., each yacht having to work to the westward to round the West Bramble buoy. Many of the company on board the steamer began to think there was very little, if any, chance of getting back to dinner. A consultation was held by some of the committee and the steamer's head was pointed homeward. She fired up and passed every thing going and coming on the route. The final result was:—

	h. m. s.				h. m. s.		
Thought	10	15	0	Rosebud.....	10	16	20

The protest against Thought, lodged on behalf of the owner of the Niobe, was subsequently withdrawn; and thus Thought, became possessor of the trophy value 100 guineas, having accomplished the required feat of winning the above twice, and this only the third time of asking.

August 31st.—This day's amusement was successfully carried out under the most favourable conditions as to wind and weather, the whole of the sports being brought to a satisfactory termination. The West India Mail steamer Solent was lent by the company to do duty as the station boat, and the club committee state that 1,200 visitors assembled on her decks to witness the sports. The first match was for a purse of £20, open to any yacht not exceeding 15 tons, time race, one minute per ton. The course was from the station boat round the schooner Zoe, lying off the Marchwood powder magazines, hence round the harbour guardship, the Hector, returning to the station vessel; thrice round, a distance of about 30 miles. The following were the only starters:—Don Juan, cutter, 10 tons, W. Cooper, Esq.; Armada, cutter, 8 tons, J. Maule, Esq. The former had the weather station, and through her anchor tripping was at starting in advance of her less powerful antagonist. The wind being about E.N.E. gave them a reaching wind over the entire course, and was of sufficient strength to render topsails unnecessary habiliments; they accordingly both housed topmasts, and rattling off on an easy bowline Don Juan was found at the first mark to be leading by over a minute, and this at the guardship had opened out to a difference of three minutes. Although at times both little hookers had as much wind as they could well hang up to, in turn the breezes subsided and became paltry. Don Juan, in one of the lulls, in order to show herself off to the best advantage, ran up her balloon fore and soon after taking a freshener, drew the bolts of her starboard c^l plates; with a slight curtailment of canvas she, however, was able to keep manfully on. The wind continuing in a direction that gave me a long reach up and down Southampton Water, and the plain sai

was of an uneventful character. Armada, however, set her working topsail for a finish, and although performing exceedingly creditably was unable to attain the position Don Juan from the first had assumed, and which she every round improved, the following being the time of completion:—Don Juan 3h. 31m. 20s., Armada 3h. 36m. 22s.

Don Juan took first prize of £15, and Armada second of £5. The latter, one of Fife's build, is a fast boat, having made the toughest fight with the Don she ever encountered from an eight-tonner.

There were several boat races well disputed, and the day's amusement concluded by a display of fireworks.

ROYAL ALBERT YACHT CLUB REGATTA.

THIS regatta commenced at Southsea, Wednesday, August 18th, for the ladies' cup, value 20 guineas, Corinthian match, for yachts belonging to the Royal Albert Yacht Club, under 15 tons ; entries as follows :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
374	Dudu	cutter	15	G. Hammond, Esq.	Hatcher
628	Gipsy	cutter	15	J. N. Palmer, Esq.	Stow
1354	Phantom	cutter	10	G. T. Bishop, Esq.	Ayles
1748	Teal.....	cutter	12	T. J. L. Bridges, Esq.	White

Course, from station-boat off Southsea, round the Warner light-ship, thence round the S.E. buoys of the Middle, returning to Southsea, round the Spit buoy ; twice over the course, distance about 30 miles. The day was fine with a W.S.W. breeze, which rendered the weather most enjoyable. At eleven o'clock three out of the four entries, viz :—Dudu, Gipsy, and Phantom put in an appearance and started. Phantom took a lead to the first mark, and maintained her position over one half of the course, when a loss of topmast extinguished what looked very like a winning chance. Dudu afterwards went into the first place, and maintained her position to the end. Each of the vessels was well worked by their amateur crews, the time of finishing the race was as follows :—

	h. m. s.		h. m. s.
Dudu	7 35 0	Gipsy	7 45 0

The Dudu thus won the prize.

A prize for yachts under 10 tons, first prize £10, second £3, was won

by Brunette, 8 tons, J. Newnham ; Vesta, 8 tons, D. West being second.

Thursday Aug. 19th.—The Albert Cup, value 50 guineas, presented by the Royal Albert Yacht Club, open to cutters of 20 tons and upwards belonging to the club ; time race, R.A. scale. For this prize the following entered and started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
74	Arrow.....	cutter	102	T. Chamberlayne, Esq.	Owner
1823	Vanguard	cutter	60	Colonel Verschoyle	Ratsey
1065	Muriel.....	cutter	40	H. Bridson, Esq.	Hatcher
523	Fiona	cutter	78	E. Boucher, Esq.	Fife
1867	Volante	cutter	59	H. C. Maudslay, Esq	Harvey

Course,—from the starting vessel round the Warner light-ship, thence round the S.E. buoys of the Middle, round the Spit buoy and starting vessel, three times round. All marks to be left on the port hand, and passing to win between the starting vessel and Southsea beach.

The following is the scale of time allowances, viz:—

	m.	s.		m.	s.
Arrow allows Fiona	5	50	Fiona allows Volante	4	45
" " Vanguard	10	20	" " Muriel	9	30
" " Volante	10	35	Vanguard allows Volante	0	15
" " Muriel	15	20	" " Muriel	5	0
Fiona allows Vanguard	4	30	Volante allows Muriel	4	45

The competitors brought up in a good line off Southsea, and had just sufficient tide to swing them pointing fairly on their course, the Volante holding the weather station ; then came the Fiona, Muriel, and Vanguard, the Arrow being covered up to leeward of the line. The race commenced at 10h. 12m., Muriel and Volante being smartest with their canvas, and leading off, Vanguard following, and then Fiona, the last-named having Arrow under her lee. All set balloon jibs for the reach out, and large topsails were quickly aloft, the light weight sheeting hers first. The Arrow laid her course straight for the Warner, but the Volante and Vanguard kept their luff well to windward, being in waiting attendance one on the other, and in consequence driving slightly out of their course. Drawing out to the Horse, the breeze freshened, and with starboard tacks aboard they kept the rounding mark well open, Arrow off the Spit taking command. Contending with drain of tide on their weather bows the lightship was reached, and Warner rounded thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	10	10	0	Volante.....	10	12	10	Fiona.....	10	1	
Muriel	10	11	30	Vanguard.....	10	12	30				

The wind hence to the Noman was on the quarter, and Muriel and Vanguard showing great readiness to take advantage of every slant set their spinnakers as fore and afters, the first-named having hers run up, within twenty seconds after passing the mark. The Arrow, Volante, and Fiona, rigged yards and set their running muslin square; Muriel and Vanguard very quickly having to follow suit on account of the wind being brought slick over the taffrail. Booms were flared over the port side, and although carrying a west going tide the wind was so light that progress under their cloud of sail was but slow. The Arrow continued from the light-ship to Ryde to increase her lead, and Vanguard ran the Volante, Muriel being passed by the last named trio, but following in the Arrow's track she in turn repassed Vanguard and Volante. Approaching the Middle Shoal running canvas was gathered in preparatory to coming on the wind, the western extremity of the course being accomplished thus—South-East Middle Shoal buoy:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Arrow	12	4	50	|	Volante.....	12	8	5	|	Fiona	12	8	50
Muriel	12	7	5	|	Vanguard.....	12	8	10	|				

The Volante and Muriel set spinnakers to reach from one buoy to the other, but on coming dead to windward these were soon doused. The tide was slack, and the wind now about S.S.E., which although light, was steady in force, the vessels working down at a good pace to the eastward. Volante and Vanguard were not long in slipping through Muriel's lee, and having shown the way Fiona was not slow to follow. Making a long leg on the starboard tack Muriel reached further in than Arrow, and on the next tack off Volante it was clear would soon get second place. Off Stokes Bay Fiona reached through Vanguard's lee, but the latter holding her reach kept her position by tacking on Fiona's weather bow, Volante afterwards weathering in turn on Vanguard and sailing across both Fiona's and Muriel's fore-foot. The Arrow meanwhile had worked down clear of the Kicker, and was looking up her course with the best part of a mile lead for the Spit. This turning point was taken on the starboard tack by a long reach from Browndown, and rounded at:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	12	54	15	Vanguard	1	0	30	Muriel	1	1	40
Volante.....	12	59	30	Fiona	1	1	20				

The short distance hence to the station-boat was a dead run, and with almost magical dexterity spinnakers were set up, but only to be gathered in again; such proficiency in handling these flimsy customers is now arrived at that if only of service for the shortest space of time advantage can be taken of their propelling power. Threading their

way between the Swashway buoys the first round was in time accomplished thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	1	3	23	Vanguard	1	9	50	Muriel.....	1	11	10
Volante	1	9	20	Fiona	1	10	40				

Returning now on the second round they found, through the wind veering southerly, that from the station-boat to the Warner a dead thresh would have to be made. Here, again, the Arrow's qualities showed prominently out, she gaining on the little stretch of water above named—and without advantage of wind or tide—some three minutes on Fiona, and also on the smaller vessels, as the following timing will show:—

	h.	m.	m.		h.	m.	s.		h.	m.	s.
Arrow	1	51	22	Vanguard	1	59	25	Muriel	2	7	55
Volante.....	1	59	0	Fiona	2	1	25				

They had made a lee tide of it out of the harbour, but at the light-ship the water was slacked, and now again from the point just rounded to the South-East Middle it was a case of ease off to the last inch of mainsheet. As they severally sailed large the modern scudding muslin was quickly aloft the booms, spinnaker being this time dropped over port side. The Arrow never in her time having been used to such "nigger driving," was fairly running away with her spinnaker, this being her first appearance on any stage with other than the fore and aft canvas (saving a small squaresail,) but now on a par with the new school her *débüt* was a "caution," yet the area of canvas given to the breeze was proportionably less than any of her compeers. Her crew, however, ever ready to embrace a chance, shifted working for balloon jibs, and which the rear-guard copied. The little Muriel, with exquisite judgment, skimmed the edge of the sands, Volante, Vanguard, and Fiona going along further off in Indian file, Arrow running away more in mid-channel, the vessels nearest the sands feeling from their positions the wind first and strongest, Fiona and Muriel fast closing on the Volante. Muriel ran fastest, and at the Noman had gained a minute on Fiona, Arrow ran past the Fort at 2h. 12m. 20s., Volante 2h. 20m. 20s., Vanguard 2h. 20m. 55s., Fiona 2h. 22m. 50s., Muriel 2h. 30m. 0s. The craft at anchor near Ryde had not yet swung to the flood, but the first drain off the pier was felt as they ran by. At Stokes Bay Arrow had just saved her time on Volante, and had many minutes in hand over Muriel, as the following will show:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	2	42	0	Vanguard	2	53	10	Muriel.....	3	1	0
Volante	2	52	35	Fiona	2	53	20				

It only became a question of breeze lasting for Arrow to be hailed the winner, as from the point above named to their rounding the buoy she had considerably increased her lead, as will be seen by our timing round the South-East Middle, the nearest vessel to the Arrow then being Volante, about $14\frac{1}{2}$ minutes astern. Spinnakers and balloon jibs were taken in, and working sails substituted for the beat to the Spit. They gybed round the S.E. Middle buoy thus:—

	h. m. s.		h. m. s.		h. m. s.
Arrow	3 9 45	Vanguard	3 24 40	Muriel	3 29 0
Volante	3 24 20	Fiona	3 25 0		

The breeze, which had sent them over their course in fair time, was lighter than experienced before, but this was made up for by their having a weather tide, and, as will be seen, the time occupied in getting from the Middle to the station-boat, was less than on the first round. Beating through Stokes Bay by short tacks, Fiona was getting worsted by Volante and Vanguard, the little Muriel picking up somewhat, but Arrow was going away from each at every tack. From the Kicker to the Spit a long reach could be made, Volante, Vanguard, and Fiona in company, with but a few fathoms of water between them, and Hatcher's 40-tonner keeping in close proximity to the trio just named, holding every one of them safe, and having come up as the wind fell lighter. Getting round the Spit they had a dead run for the station-boat to complete second round, spinnakers being again run up.

	h. m. s.		h. m. s.		h. m. s.
Arrow	4 5 30	Vanguard	4 18 35	Muriel	4 22 35
Fiona	4 18 5	Volante	4 21 47		

On rounding the flood was coming through the narrow entrance of Portsmouth Harbour hot on their weather bows, and, most provokingly, the wind dropped to almost a calm, the sternmost vessel just keeping steerage way on, and off Southsea Castle Fiona, Vanguard, Volante, and Muriel were once more close together. It was soon evident that the effect of calms in yacht racing and its contingencies would be experienced by Arrow, as, after her splendidly-fought lead she could be seen, although yet some distance ahead, in a glass calm, the rear-guard meanwhile bringing up a light air, and closing on her. Outside the belt Arrow was enshrouded in a dark line on the water showing a breeze about, but fortune had entirely deserted her, a vessel from sea running past her with a nice breeze; yet still none would come in Arrow's canvas. She laid thus comparatively stationary for twenty minutes, the breeze that had evaded her now being taken by the vessels astern; Muriel with jib-topsail coming tearing past Fiona, Vanguard, and Volante, but in turn, as they felt the breeze, following with a slashing wind, and

Vanguard soon repassed Muriel,—Fiona dragged on, spinnaker set fore and aft; and in this style from off Southsea Castle they came roaring along; and bringing a free wind passing the ground Arrow had turned over. The last-named, left in the doldrums well to windward of the fort, now eased main-sheet right off, and catching a light easterly puff just managed to reach to Noman before Vanguard, the time occupied being thrice more than on going from Southsea to lightship on either the previous rounds: Warner Lightship—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	5	26	10	Muriel	5	30	0	Fiona	5	31	10
Vanguard	5	28	0	Volante	5	30	5				

With her heavy time allowance Arrow's chance was now, of course, out of the question; but whether or not the breeze might last in time for finishing being the only question, Muriel was now the dangerous card, and the little stinger kept to the two 60-tonners like wax, Fiona with the reaching wind now walking away, and Arrow keeping her distance, thus carrying a fine breeze up to the S.E. Middle; they were not long in reaching it, and then laid their course, on rounding, for the Spit. A thick haze overspread the waters, and off Browndown the wind broke them off, Muriel wisely standing off in mid-channel to get the best of the tide, Arrow and Fiona keeping tack and tack with each other, Fiona having passed Vanguard and Volante, now being second vessel. These positions were maintained to the finish, the breeze having lasted right through from the Middle, the following being their winning time:

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	7	14	45	Vanguard	7	18	0	Muriel	7	22	20
Fiona	7	15	50	Volante	7	20	27				

Muriel thus won the Albert Cup, being within her time allowance of the fleet, Vanguard however pressed her rather closely as to time.

A prize value 50 guineas, for schooners and yawls belonging to the R.A.Y.C. produced but one starter, the Flying Cloud, and with commendable spirit the club decided to let Flying Cloud, schooner, 75 tons, Count Batthyany, sail over the course, and take the prize. Thus she accordingly did the "walk over," getting away at the same gun fire as the cutters in the Albert match, the chart being the same, and arriving about 7h. 30m.

Friday, August 20th.—The race appointed for decision to-day; the Portsmouth Town Cup, a prize value 100 guineas, open to yachts belonging to any royal yacht club; time race, 15s. per ton up to 10 tons, above that tonnage 10s. a ton; no time allowed above 200 tons; no restriction as to canvas. For this prize the following entered:—

Numbered as in Hunt's Universal Yacht List for 1889.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
74	Arrow.....	cutter	102	T. Chamberlayne, Esq.	Owner
184	Cambria.....	schooner	188	J. Ashbury, Esq.	Ratsey
523	Fiona	cutter	78	E. Bontcher, Esq.	Fife
1867	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
1823	Vanguard	cutter	60	Colonel Verschoyle	Ratsey
1065	Muriel	cutter	40	H. Bridson, Esq.	Hatcher
718	Hirondelle	cutter	68	Lord H. G. Lennox	Wanhill
280	Christabel	cutter	52	Earl Annesley	Aldous
1390	Psyche	cutter	45	A. Congreve, Esq.	Ratsey
543	Flying Cloud.....	schooner	75	Count Batthyany	Inman

Course:—From the starting point round the Dean Tail Buoy, leaving the Horse and Dean buoys on the port hand, thence round the South-East buoys of the Princessa, round the North-West buoy of the Sturbridge, leaving Bembridge Ledge and Nomans Land buoys on the port hand, thence round a flag-boat moored off the Spit, twice round. All mark-boats or mark-buoys to be left on the starboard hand except in the last round, when the flag-boat off the Spit must be left on the port hand, to win between the starting vessel and the shore.

A dull morning, with the wind about E.b.S., was the state of things at the commencement of the race, the ten starters being brought up in a capital line, extending from just off Southsea Beach to the Horse Fort, Flying Cloud having weather station, then Psyche, Christabel, Hirondelle, Muriel, Vanguard, Volante, Fiona, Cambria, and Arrow, with proverbial bad luck, dead to leeward. Getting away at 11h. 30m., the start of the above ten vessels was the best we have this year seen, not a hitch anywhere occurring, and canvas got up on each with commendable smartness. The light-weight Psyche, in a good weather berth, first showed out, and Arrow had to thank her lucky stars at getting clear from under the Cambria's towering muslin. Arrow went off with only balloon-foresail in the shape of light canvas, Cambria carrying balloon-topsails, jib-foresail, and jib-topsail; Muriel, jib-topsail and balloon jib; Vanguard, balloon jib; Volante, balloon jib and jib-topsail. On getting fairly settled to their work, Fiona's jib-topsail dragged her up on Arrow's weather, and she passed her without an effort into first place. Contending with a lee tide, they held their reach on the port tack out past the Noman. Fiona, Arrow, Muriel, Vanguard, Flying Cloud, and Cambria passing to leeward, and Hirondelle, Volante, Christabel, and Psyche to windward of the Horse Fort, the wind, what little there was out, narrowed on them, and Muriel, Volante, Vanguard, and Cambria doused balloon jibs and set working sails; continuing with starboard tacks aboard until 11m. past

noon. Fiona was first to go about, and made a short board close to the Warner lightship, Muriel, Volante, Christabel, and Psyche, reaching in close under the land on the starboard tack, Arrow, Hirondelle, Cambria, Flying Cloud, and Vanguard keeping on starboard tack, until well in for Brading Harbour. The little wind in the morning had now subsided into nearly a flat calm, and what tide there was was draining on their weather bows, so that under every adverse circumstance their progression was provokingly slow. As a set off the sun was shining brightly out, and this was anything but a redeeming fact, as under Sol's influence every stray zephyr seemed to be dried up. The main land division, however, got a turn, taking a nice draught, and after coming out and weathering the Dean Elbow Buoy, they were able to lie their course for the Dean Tail, the southern extremity, with sheets checked. Fiona chose the happy medium, steering along in the centre of the fleet, Muriel being leading vessel, followed by Christabel, Volante, and Psyche; these sailing along the edge of the channel course, just skimming the buoys, and through getting a westerly breeze, and more of it than the island division, had gone into and formed vanguard, Muriel in going out having beaten Fiona, Volante, and Christabel fair and square. Arrow, Hirondelle, Cambria, Flying Cloud, and Vanguard got a severe reverse through going breeze-seeking on the island shore, having for some time run into a flat calm, and then when a puff was taken it was found westerly, and being so far to windward this veering brought them dead before the wind for their mark. Hirondelle's topsail halliards got foul, and for some quarter-of-an-hour the sail was flapping about. With the running draught Arrow, Hirondelle, and Vanguard set spinnakers, Cambria and Flying Cloud squaresail and square topsails; but the airs were so light and uncertain that a wearying time was occupied by the five 'ere the Dean could be reached, and on this being accomplished it was found Muriel had rounded almost an hour before, the last vessel Vanguard, viz :—Dean Tail Buoy,

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Muriel.....	1	42	30	Psyche	2	0	20	Flying Cloud ...	2	36	30
Christabel	1	49	30	Arrow.....	2	15	0	Cambria	2	38	10
Fiona	1	59	0	Hirondelle	2	21	10	Vanguard	2	38	40
Volante	2	0	0								

With a light air westerly, on a lee tide, and with the next rounding mark dead to windward, they were getting over the ground but slow, indeed, the prospects of a breeze appeared every moment to be getting more remote, and the sternmost vessels had a very disheartening prospect in store, the tide increasing in force, and the wind getting so light that the driving power was scarcely sufficient to battle successfully the opposi-

element. A study "of the back of the Wight and yachts in a calm" was presented about now; but as to changes and events at this position of the race they were few indeed. The first vessels of the fleet, viz, Muriel, Christabel, Fiona, Psyche, and Volante, that had taken the Dean Tail felt less of the tide than the rest, and little Muriel well held her own, Fiona having passed Christabel, Hirondelle; the Arrow, and Vanguard, the two schooners—Cambria and Flying Cloud. By the time, however, the last-named had worked down to within half-a-mile of the Princessa the cutters had all got clear, and Cambria, after vainly fighting the tide, bore up for home, and relinquished her chance of the Cup; Flying Cloud, not to be beaten, let go her anchor for about three hours, and on the tide slackening continued the hunt, the following being their respective times of rounding the Princessa buoy, viz:—

	h. m. s.		h. m. s.		h. m. s.
Muriel	2 59 40	Volante	3 23 0	Arrow	3 54 0
Fiona	3 14 45	Psyche	3 43 20	Vanguard	4 31 0
Christabel	3 16 30	Hirondelle	3 50 0	Flying Cloud	6 3 0

Cambria gave up.

When the last of the cutters, Vanguard, rounded the mark just referred to, Muriel was running in past the Noman fort, all having brought a fair tide in thus far, and a light paltry breeze about W.N.W., each carrying balloon topsails and spinnakers set square; Muriel, in addition, setting a water sail, which, doubtless, picked up a few light airs from off the surface of the tide. The first vessel, Muriel, passed the fort at 4h. 31m., Fiona, Christabel, and Volante having from off St. Helen's run in close together, and at the Noman were in a cluster; Fiona and Volante here got spinners fore and aft, but Christabel keeping hers square, hedged inside close to the fort, and passed once more into second place, Volante also getting by Fiona. Arrow, Hirondelle, and Psyche following in with the same running canvas as the leaders, and bringing a little stronger puff astern, drew up slightly on them; from the Noman to the Sturbridge a strong lee tide was again met, and the breeze off Ryde had dropped to a calm; in fact, one hour being occupied in getting from Sandhead to the S.W. Sturbridge, the vessels eventually getting round Sturbridge buoy thus:—

	h. m. s.		h. m. s.		h. m. s.
Muriel	5 38 0	Fiona	6 11 0	Hirondelle	6 33 30
Christabel	5 38 30	Psyche	6 33 0	Arrow	6 34 0
Volante	6 3 0				

Carrying the wind well free, the tide, which had to be crossed in its greatest strength from Sturbridge to Spithead, set them quickly on to the flag-boat off Southsea. A nice breeze having now sprung up, and Muriel looking at this point very like finishing the race, it only being

a question of the breeze holding. The first round, one-half the course, was completed thus:—

	h.	m.	s.		h.	m.	s.
Muriel	6	6	40	Volante	6	24	30
Christabel	6	22	3	Fiona	6	32	30

The freshener now helping them on their course was about S.S.E., in direction. So they all again crossed the weather tide, standing well in for Ryde Sands, and tacking close to Sandhead buoy, hence a long leg was made by Muriel right away for the Elbow Buoy, but not being quite able to weather this, a short tack had to be made, Christabel, Fiona and Volante laying right down to the Dean Tail buoy:—

	h.	m.	s.		h.	m.	s.
Muriel	7	22	0	Volante	7	47	40
Christabel	7	41	0	Fiona	7	52	0

The breeze had again considerably subsided, and but for this the little Muriel would have succeeded in finishing her match, but the tide came sweeping along the back of the Wight, and at the Princessa was running like a mill sluice, a determined struggle, in which the Muriel had at last the mastery, ended in her rounding the Princessa at 8h. 30m., Christabel following. But now there was no earthly chance of their being able to complete the race at the specified time, and the only prospect in view was a sojourn for the night in company with the Nab light-ship. The breeze had entirely died out, and "signs of the times," in the horrible creaking jaws of Christabel's and Fiona's gaff did not in any way tend to enliven matters. A gun at 9h. 30m. from the committee boat came booming over the water, announcing the match for the day to be at an end, the competing vessels drifting slowly in, and arriving off Southsea a few hours after midnight.

A prize of 25 guineas was won after a drifting match, by Phantom, 11 tons, G. Bishop, Esq., beating Vampire and Dudu, who could only complete one round.

Saturday, August 21st.—The race for the Town Cup, uncompleted on Friday, was re-sailed and brought to a conclusion to day. All the before named yachts started except Cambria and Vanguard.

With the weather fine, and a light south-east breeze the race was again commenced, the course being the same as on the previous day but the time limitation of finishing the race being nullified. The starting signal was given at the specified hour (eleven o'clock,) sails being got smartly up, all sending aloft balloon foresails, and carrying bi working jibs. Muriel and Arrow were first in getting away, Fiona in close attendance, these three reaching out on the starboard tack, head

ing for the Spit Fort, and bursting up the flood tide; Volante, Christabel, Psyche, &c, took a board to windward on the port tack, but at 11h. 20m., all were coming along looking in the same direction. Muriel, leading Arrow, now came up, and after a little luff on the part of Fiona passed the last named easily to windward. Fiona afterwards threatened Muriel, but the little cutter soon showed Fiona that the craft more close winded than herself must be "second to none," as she screwed up, and from under the Scotch cutter's lee bow hauled right across her forefoot and established herself on Fiona's weather. At 11h. 30m. Fiona tacked simultaneously with Muriel to weather the Spit Fort, the latter at the time having Mr. Boutcher's cutter on her lee quarter, and about twice her length astern, Arrow at same moment coming up, on starboard tack and hailing Fiona to go about; the latter luffed to the wind, but did not put the helm down, and Arrow, in order to avoid a collision, bore away under her opponent's stern, Mr. Chamberlayne at the same time protesting against this violation of the "rules of the road at sea;" and as this unfair and reprehensible practice has been of late frequently indulged in, severe measures should be taken and visited on the first offender breaking the law, in this respect 'ere more serious consequences ensue. Muriel kept her position well until weathering the Spit, when Fiona tacked under her lee, and sailed splendidly along, soon taking a very commanding lead, Arrow being third, Volante fourth, Christabel fifth, Hirondelle sixth, Psyche and Flying Cloud close together. Getting clear of the Elbow buoy, sheets were checked, and with a nice breeze the Fiona seemed to have got quite into her old form as she reached grandly away from Arrow and Muriel, the little 40-tonner making a fine race with Mr. Chamberlayne's cutter, and proving herself a very wonder. The wind falling lighter as the Dean Tail buoy was neared jib-topsail was set by Muriel, Fiona, and Volante, also taking advantage of this valuable light breeze sail, continuing their reach on the starboard tack with a free sheet, they made the Tail Buoy of the Dean Shoal thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona.....	12	16	0	Volante.....	12	20	15	Psyche	12	29	0
Muriel	12	18	0	Hirondelle ...	12	25	0	Flying Cloud	12	29	0
Arrow	12	19	0	Christabel.....	12	27	15				

Muriel and Arrow tacked to port on rounding, the wind being found more out southerly, and tide eating them up on their lee bows. Arrow took a bold sweep right into the Brading Water, Muriel and Fiona working for a southerly slant, but the breeze was very paltry, and by sheer good fortune a free puff would soon change positions. Hirondelle came up unpleasantly close to Volante, and Christabel, Psyche, and

Flying Cloud were all left astern. Arrow now coming off from under the island had the breeze more westerly, and weathered on Muriel, but Fiona had increased her lead of the fleet. With a galloping lee tide the Princessa buoy was rounded as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona	1	13	30	Volante	1	21	0	Psyche	1	37	0
Arrow	1	18	0	Hirondelle	1	21	35	Flying Cloud ...	1	39	0
Muriel	1	19	30	Christabel	1	26	0				

Spinnakers and light running sails were now set, Fiona carrying in the fair tide, and had gone a long distance before Arrow and Muriel began to chase. Volante, across St. Helen's Roads, was running beam and beam with Muriel, and Hirondelle was running the pair, the schooner passing Psyche, and taking a position of merit: in this order they ran in to the Noman, Volante and Muriel sticking close together, and the 40-tonner proving herself equally good as Volante, one half the tonnage larger. Fiona passed the Fort six minutes in advance of Arrow, and here Muriel shifted her spinnaker very smartly to the bowsprit end, prepared for a luff at Volante, of whom she had just her forward extremity clear. At the Noman, Muriel's skipper, quick as lightning, luffed on Volante's weather quarter, the latter following suit, and having spinnaker set square, as a consequence carried away the yard in the attempt to stop her opponent's rush, Muriel thus, after this smart bit of handling, going into third place, and in pursuit of Arrow; Christabel at this point was coming up fast to Muriel, Volante and Hirondelle, when through the hook of her shifting backstay drawing, her topmast with balloon set, came over the bows, and with spinnaker also set she was soon in a "pretty pickle." By good management the gaff was saved, and Lord Annesley's cutter afterwards bore away for Portsmouth. The Sturbridge east buoy was gybed round thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona	2	43	0	Muriel	2	54	0	Hirondelle	2	58	15
Arrow	2	48	0	Volante ..	2	56	0				

Stretching across the tide on the starboard tack, they headed for Southsea to complete the first round, the breeze again finely freshening and keeping about S.E. On nearing the committee-boat, moored off Southsea, Arrow and Muriel both exhibited their ensigns in the rigging as an intimation of a protest, and which was acknowledged; the first round being logged as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona	2	56	0	Muriel	3	9	0	Hirondelle	3	15	
Arrow	3	1	50	Volante	3	11	0	Flying Cloud...	3	20	

Fiona, Arrow, and Muriel kept their reach on the starboard tack, as took the tide out of Portsmouth harbour, Volante tacking different

and losing advantage of this drain. A short board was made by the leading vessels to weather the Spit Fort, and then away they went, with everything "humming," on the starboard tack for the Dean Tail buoy, Muriel having gained, in a quarter-of-an-hour's sailing, half that time on Volante. Off the Dean Elbow the copper hook of Muriel's bobstay bolt parted, and for some time the spars were in jeopardy. Her crew, however, very smartly repaired the disaster, and without another incident or change in the positions of the vessels the Dean Tail was rounded at the following time :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona.....	3	39	0	Muriel.....	3	58	0	Hirondelle	4	6	15
Arrow	3	46	30	Volante	4	2	40	Flying Cloud ...	4	13	0

Hirondelle soon after this gave up her share in the race. The rest continuing a fierce battle in a light breeze, with a tide running from three to four knots against them. The first vessel round the Princessa buoy, of course, held everything safe, as she would, after getting clear, carry a fair tide on the return journey. Fiona accomplished her object at 4h. 39m. 5s., having worked with Arrow for her range well to the southward, Muriel and Volante standing to the N.W. away for Bembridge Ledge. Arrow got jammed, and had to make a short tack to clear the mark, and this brought Muriel close on to her, Volante and Flying Cloud bringing up a westerly breeze, and by this turn-up getting again close to Muriel. A deal of patience was required to accomplish the necessary feat, and after two short tacks Volante's fluke of wind had put her on Muriel's weather, the pair taking the Princessa together, and Volante, now that she had Muriel, determined to keep her safe, the pair boring away some distance out of their course, their respective times at the Princessa being:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona	4	39	5	Muriel.....	5	21	0	Flying Cloud ...	5	34	0
Arrow	5	3	35	Volante	5	21	0				

At Sandhead, Fiona, who had with others made a dead run in as far as the Noman, took a S.W. breeze, the fleet astern being quite becalmed, and Arrow at the Fort close hauled. Muriel and Volante sailed a fine beam-and-beam race in, the former making best endeavours to pass Mr. Maudslay's cutter, and at the Noman a little bit of very clever handling brought her out on the Volante's weather, a little vein of wind here and there being all that could be picked up, and, with a strong flood tide against them, the chance of the sternmost vessels was very hopeless of getting in till midnight, should they endeavour to complete the entire course. Muriel accordingly bore up off Ryde, and kept away for Southsea, Arrow at the time being round the Sturbridge buoy, she and

Fiona being the only vessels who completed their course, arriving off Southsea as follows:—

	h.	m.	s.		h.	m.	s.
Fiona	7	41	0	Arrow.....	8	43	0

A protest against Fiona receiving the Town Cup was lodged by Mr. Chamberlayne, but was afterwards withdrawn.

PRINCE OF WALES YACHT CLUB CHANNEL MATCH.

THE match from Gravesend to Ramsgate by vessels of this club, was sailed on Saturday, July 17th, when the whole of those entered assembled off the Lobster, at Gravesend at an early hour, and made a flying start as follows:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Time of Start. h. m. s.
13	Aerolite	cutter	8	W. M. Dowdall, Esq.	8 21 0
249	Clytie	cutter	12	F. Fabri, Esq.	8 21 20
280	Countess	cutter	15	J. H. Hare, Esq.	8 24 10
463	Eva	cutter	21	W. L. Lowe, Esq.	8 36 10
1479	Rose	yawl	14	A. Louch, Esq.	8 27 15
152	Blanche	yawl	25	H. J. Lord, Esq.	8 28 45

The wind was very light, and being right before it the vessels were crowded with canvas as they commenced the race, but before they had reached Coalhouse Point, the west wind died right away, they were all together drifting in a cluster, when a light easterly puff set them on the *qui vive* to prepare for what turned out to be a long and hard tug to windward. Below Thames Haven, the Countess, on the starboard tack, encountered the Aerolite on the port tack, and having to give way lost her place. Wind varied from S.S.E. to S., then to S.E. The Chapman was breasted at 11h. Off Sheerness, Clytie got a start of air, and passed the Eva, and the same puff brought the Countess and her "spinaker" to grief off the Nore Sand Buoy, and for a moment she was nearly smothered in flying canvas. The Nore was passed by Clytie at 12h. 45m., the ebb very weak, and a long beat through Five Fathom Channel against wind and tide. A mile or two below the Eva and Countess both passed Clytie. At the East Spaniard buoy the Eva was 20m. ahead of the Countess, Clytie third, Blanche fourth. At length the Foreland was reached, and on rounding Long Nose all canvas was set for the run in, and a hard-fought race by all was finished by Eva at 2h. 43m., p.m., and after allowing and deducting time for

start, and difference of tonnage, the *Eva* was declared the winner of the first prize, the *Countess* of the second.

This club brought its season to a close on Wednesday, August 4th, with a match from Erith to the Nore and back, for a handsome piece of plate, presented by H. Dodd, Esq., out of compliment to the commodore, Cecil Long, Esq., whose services contributed so materially to the success of the recent Sailing Barge Match: a second prize, consisting of a silver salver and cup, was also presented by the club. The following yachts entered and started:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
152	<i>Blanche</i>	yawl	20	H. J. Lord, Esq.	Tuckwell
463	<i>Eva</i>	cutter	21	W. L. Lowe, Esq.	Wanhill
230	<i>Countess</i>	cutter	15	H. J. Hare, Esq.	Payne
249	<i>Clytie</i>	cutter	12	F. Fabri, Esq.	Marshall
359	<i>Dione</i>	cutter	12	T. Field, Esq.	Harvey

Time allowance, one minute per ton up to 15 tons, and half-a-minute per ton above that tonnage. The *Blanche* being a yawl was reckoned at four-fifths of her tonnage.

A capital flying start was effected under the direction of the commodore, the wind W.S.W., light and paltry. The *Dione* led the way, followed by *Eva*, *Countess*, *Blanche*, and *Clytie*, in the order named, all being very smart with their canvas, "ballooners" in general requisition. When fairly before the wind the *Dione* and *Countess* set spinnakers, and the *Clytie* and *Blanche* squaresails, and half way down the Reach *Countess* went by the *Eva*, and took second place, but the latter subsequently repassed her, and on entering St. Clement's slipped by the *Dione*, and took the first place. An interesting race ensued between the two leaders, each passing and repassing the other in turn, but the *Eva* had the best of it in the run down, and was the first to round, the time and order being as under:—

	h. m. s.		h. m. s.		h. m. s.
<i>Eva</i>	3 56 25	<i>Dione</i>	4 0 45	<i>Clytie</i>	4 8 55
<i>Blanche</i>	3 57 45	<i>Countess</i>	4 0 55		

After rounding the *Blanche* weathered the *Eva*, and off Southend led the whole fleet, the *Countess* in the meantime passing the *Dione*, and coming up on good terms with the leaders at every board, but ultimately taking the second place half-way up Sea Reach. Entering St.

Clement's the Countess was some little distance astern of the Eva, and had to make three boards through the Reach. On the second board they were close together, but the Countess being on the port tack had to bear away slightly, and passed under Eva's stern. On the very next board, however, she fairly weathered her opponent, and led the way into Long Reach, the Blanche shortly afterwards giving Eva the go-bye. The finish between the Blanche and Countess was exceedingly close, so close, indeed, that the latter had to bear up to clear the yawl. The race was concluded as under:—

	h. m. s.		h. m. s.		h. m. s.
Countess	7 28 20	Blanche	7 28 25	Eva	7 30 10

The Countess thus took the first prize, and the Blanche the second, but the winner would in all likelihood have given a still better account of herself had there been more beating in the match, that being her best point of sailing.

ROYAL YORKSHIRE YACHT CLUB REGATTA.

On Friday morning, July 23rd, one of the most beautiful sights that has been for a long time past on the Eastern coast was witnessed by the residents and visitors to Lowestoft. It had been some time ago fixed that the Royal Yorkshire Club should hold an Ocean Match open to yachts belonging to any Royal Club, and it was announced that the start would take place from Harwich. Subsequently, however, it was arranged to start from Lowestoft, but this arrangement not being generally known, comparatively few visitors were attracted to the town to witness the commencement of the match. Several yachts of the Norfolk and Suffolk Yacht Club had mustered off the South Pier at the hour set down for the commencement of the match, and of the yachts entered for the match the Cambria, the well-known schooner, had on the Thursday previous made a swift voyage from Dover. The vessels were handicapped according to size, and started singly opposite the South Pier, the smallest first, the handicap being taken at the start instead of at the finish.

The prizes were of the value of £100; the first was presented by the Club; the second value £30, being presented by Sir Hickman Bacon, Bart., owner of the Avoset, which by the conditions of the race, was to be given to a yacht of a different rig to the winner of the first prize.

The following yachts took part in the match:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
184	Cambria	schooner	188	J. Ashbury, Esq.	Ratsey
91	Avoset	yawl	87	Sir H. Bacon, Bart.	Wanhill
53	Anita	schooner	43	E. Packard, Esq.	Simons
785	Julia'	yawl	122	G. F. Moss, Esq.	Ratsey
271	Coralie	cutter	35	Captain Seddon	Fife
915	Mabella	cutter	28	E. Davis, Esq.	Marshall
	Nettie	cutter	12	J. G. Kirsten, Esq.	

The start was effected at the following times :—Nettie, 10h. 0m. 0s.; Mabella, 10h. 31m. 10s.; Anita, 10h. 35m. 13s.; Coralie, 10h. 36m. 40s.; Avoset, 10h. 54m. 35s.; Cambria, 10h. 55m. 25s.; Julia, 11h. 11m. 49s.

The Nettie, the first boat to start, is a small centre-board cutter of 12 tons, drawing only about 1 foot of water forward, and $1\frac{1}{2}$ aft, being thus enabled to keep close inshore. The wind being very light, every stitch of canvas was spread on the yachts, the sight was one but rarely witnessed from Lowestoft Pier, off which the boats started. A gentleman writing from Cromer says, when he caught sight of the yachts they were about eight miles off that town, Cambria leading, with Anita a mile and a half astern. Nettie was close in shore, the crew appeared to be very confident of success, as they would take advantage of her light draught to cross some of the shallows, and thus to shorten the distance by several miles. When the Nettie was off Sherringham the Julia was about a mile and a half off shore, with but little wind, and the rear was brought up by the Coralie. The wind was about S.E., up to 3h. p. m., but afterwards it became variable and light, and up to 9h. p. m. this continued, Cambria and Julia then having the lead. At half-past one a fine topsail breeze sprung up, and the Cambria went clean away from all her opponents, who were becalmed.

The following were the times of arrival, the contest between the last six being a very close one :—

	h. m. s.		h. m. s.		h. m. s.
Cambria (a.m.)	5 20 30	Avoset ... (p.m.)	3 27 40	Anita ... (p.m.)	3 32 40
Julia (p.m.)	3 5 20	Coralie	3 30 50	Mabella	3 46 30
Nettie	3 24 40				

July 28th.—This annual regatta commenced with a pleasant breeze from the S.E., or right up the river. There was a goodly muster of fourteen yachts in the Roads, nine of which contended in the principal race. The beneficial effects of the Ocean Race were apparent in this muster. The first prize was a piece of plate value 60 guineas, with a

second prize of the value of 20 guineas. The steamer *Doncaster* accompanied the race as committee-boat, with a large number of ladies and gentlemen on board, in charge of the Vice-commodore Bannister. The starting gun fired at about 10h. 42m. when the following fleet slipped from their moorings and made sail:—

Numbered as in Hunt's Universal Yacht List for 1869.—Sailing at

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
184	<i>Cambria</i>	schooner	100	J. Ashbury, Esq.	Ratecy
91	<i>Avoset</i>	yawl	77	Sir H. Bacon, Bart.	Wanhill
1904	<i>Watersprite</i>	cutter	38	C. Borras, Esq.	Harvey
271	<i>Coralie</i>	cutter	37	Captain Seddon	Fife
53	<i>Anita</i>	schooner	23	E. Packard, Esq.	Simons
289	<i>Crusader</i>	cutter	30	J. A. Beveridge, Esq.	Fife
915	<i>Mabella</i>	cutter	21	E. Davis, Esq.	Marshall
	<i>Nettie</i>	cutter	12	J. G. Kirsten, Esq.	
	<i>Snowdrop</i>	cutter	7	E. Davis, Esq.	

Of these the splendid *Cambria* was the centre of attraction, both from her constant success in racing stamping her as one of the best schooners afloat, especially in rough weather, and from her owner's challenge to the world to race any yacht of his rig and size, as well as from her having been the victor in the match round the Isle of Wight resulting from the challenge of the American yacht *Sappho*. The *Avoset* belonging to these waters is also a noble vessel, but has not sufficient canvas for fully showing what she is capable of in racing. The *Anita* is a fast and handsome craft also, but small for a schooner, being only 43 tons. The cutters are principally old boats, but in their day have all been considered fast craft. Immediately on the gun being fired the muslin went up like magic, *Nettie* of course getting a good start, *Crusader* second. *Cambria*, considering her great size, 188 tons, showed her crew were accustomed to their work, being particularly smart with her mainsail and staysail. The weathermost yachts got away standing well down the river on the starboard tack, while *Cambria* and *Crusader* had to make a short board across the river. *Anita*, favoured by her weatherly position, soon raced up to little *Nettie*, and took the lead, but only for a short time, as *Mabella*, a very weatherly craft, but sadly in want of a respectable suit of canvas, considered that place belonged to her. Before getting to *Paull*, *Avoset* holding a good wind, had emerged from the smaller fry and declared to win. The short tack did not suit *Cambria*, who did not seem to get any speed on her, but appeared to take things very leisurely while she got her sails properly set. She treated the spectators to a view of such a balloon main-top-sail as we may safely say has never been seen on this river, together

with a very respectable square-headed fore one. The cutters had mostly started also with balloon topsails, but off Paull, the wind freshening considerably, the *Mabella* shifted to a jib-header, while *Anita* housed her fore-topmast.

Off Killingholme *Avoset* had a long and increasing lead, while *Cambria* appeared to be wakening up, and before reaching Grimsby she took second place from *Mabella*, but her best could not enable her even to hold her own with the saucy yawl, which showed remarkable speed. Off Spurn *Cambria* made a long leg to the southward, while the smaller yachts continued to work short tacks. A very neat little struggle took place here between the *Mabella* and *Watersprite*, in which the latter got the advantage. She had however, apparently something on her conscience, as she kept showing a jack at her peak by way of protest. This, we afterwards learned was against *Cambria*, for not going about when hailed.

The course was round the Newsand, which was weathered by the leading vessels at the following times:—

	h. m. s.		h. m. s.		h. m. s.
<i>Avoset</i>	2 10 14	<i>Mabella</i>	2 39 0	<i>Anita</i>	2 47 57
<i>Cambria</i>	2 28 20	<i>Crusader</i>	2 46 39	<i>Coralie</i>	2 50 0
<i>Watersprite</i> ...	2 35 37				

Avoset as she bore up, seemed at once to feel the want of balloon canvas, of which her sail locker appeared utterly deficient. As the champion schooner approached the light-ship, a balloon jib was got along her bowsprit ready for setting, and she hauled down her fore-top-sail; as soon as her sheets were eased off she replaced it by another, twin brother to the main one before mentioned, and run up such a jib and balloon foresail as must have astonished the Grimsby fishermen. Although the yawl had a very long lead, the *Cambria* evidently by this time thought *Avoset* had seen enough of her figure-head, and ought to see how Ratsey fashioned his counters, for she began to make tracks in a most surprising manner, overhauling her hand over hand, and passing her before reaching Grimsby. She then came racing up to the steamer, a fast boat and with full power on; passed her close to windward, presenting a magnificent picture to her passengers, and seeming in a hurry to be home as if she had forgotten something; she soon put a couple of miles between herself and it. *Anita*, too, emulous of her larger sister, gave another example of the way a schooner can dispose of a cutter with a fair wind, by leaving all of the latter rig astern of her. *Coralie* seemed also to remember the fame she gained in her younger days in many a tough conflict with the *Cymba* and other cracks, and passed *Mabella* and *Crusader* in the run up. Shortly

before five o'clock a distant puff of smoke from the flag-boat told those on board the steamer that Cambria was home, and there still seemed considerable doubt whether Avoset would not yet save her time by making a good use of her heels. This she did as will be seen by the time below, while the Anita, with an allowance of $33\frac{1}{2}$ minutes, and the half of a flood tide and a strong breeze, took second honours from Cambria by 13 seconds. The times at the finish were :—

	h. m. s.		h. m. s.		h. m. s.
Cambria	4 52 35	Coralie	5 34 47	Nettie	5 58 49
Avoset	5 1 50	Crusader.....	5 38 7	Watersprite ...	5 27 26
Anita	5 25 52	Mabella	5 38 45		

Avoset taking first prize by 2m. 15 sec., and Anita the second by 13 secs. The members dined afterwards at Mr. Bainton's where the prizes were given by Vice-Commodore Bannister, and duly acknowledged by the winners.

Second day, July 24th.—Five yachts entered for a piece of plate of the value of 25 guineas, given by the Royal Yorkshire Yacht Club, for club yachts. On the signal being made for starting, only three yachts actually got under weigh, viz.—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
765	Ivy	cutter	18	Captain Cator, R.N.	Marshall
1508	Sapphire	cutter	27	Major Bannister	Camper
271	Coralie	cutter	37	Captain Seddon	Fife

The yachts were handicapped according to the tonnage given in each case. The contest was for some distance very close between the Coralie and the Ivy, the Bull floating lightship being rounded in the following order:—Coralie 1h. 30m. 15s.; Ivy 1h. 30m. 30s.; Sapphire 1h. 32m. 25s. In running to the Cleanness Buoy the Coralie gained somewhat upon the Ivy, but not very materially. Time at the Cleanness Buoy:—Coralie 1h. 59m. 15s.; Ivy 1h. 59m. 30s.; Sapphire 2h. 0m. 40s. The Coralie gradually increased her lead, and passed the winning boat moored off the Victoria pier, at 4h. 41m. 45s, the Ivy following at 4h. 44m. 0s., and the Sapphire at 4h. 46m. 15s. As, however, the Coralie had to allow the Sapphire 5m. and the Ivy 9m. 30s., the Ivy took the prize, while the amount allowed to the second yacht went to Sapphire.

GREAT YARMOUTH MARINE REGATTA.

ON TUESDAY, August 10th, the regatta annually held in this magnificent roadstead took place. The sport provided was good, but unfortunately the weather was not propitious; still the scene both from shore and sea was precisely similar to what has been witnessed at this regatta for years past; the number of visitors was immense, but the merry crowds were frequently compelled by the heavy showers of rain to disperse in order to find shelter. The boats started from the Wellington pier, and sailed the usual double triangle.

The first match was for a purse of £20, and a purse of £15, to be sailed for by local river yachts of any rig, of two classes. First class, under 20 tons; second class under 12 tons. Norfolk and Suffolk Yacht club measurement. Time, half a minute per ton. Three of each class to start or no race. Second class, first prize, £10; second prize £5. Entrance fee 10s. The following took up their moorings:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1437	Red Rover	cutter	15	S. Nightingale, Esq.	Aldous
	Flor'e Nightingale	latteen	13	C. Aldred, Esq.	
1678	Stella	yawl	15	Major Bennett	

In the early part of the morning, it was feared it would be impossible for the river yachts to compete owing to the strong wind from the north-west; but as the day advanced this moderated sufficiently to enable them to appear in the roadstead under storm canvas. Among the three yachts entered for the first match, the Red Rover was the chief object of attraction; and as she came to her moorings with topmast struck, her weather boards fixed, and everything snug, her carrying away the prize from her two opponents was booked as a certainty, and, as the result proved, the other yachts were, bar accident, out of the match in the first half-mile. The Florence Nightingale, a latteen, belonging to Mr. Curtis Aldred, was scarcely fitted to compete with the Rover except with a very light wind: while the Stella was "nowhere" throughout the contest. The course was sailed over twice by the local river yachts, the yawls having to make an extra round. The following is the official timing taken at the conclusion:—Red Rover, 3h. 19m. 25s.; Florence Nightingale, 3h. 30m. 0s.; Stella, 4h. 4m. 3s.

The second match was for a prize of £35, to be sailed for by beach-yawls of not less than 40 feet in length. First prize, £15; second £10; third £6; fourth £4. Time, quarter-of-a-minute to a foot. The first

yawl to pay £1, the second 15s., and the third 7s. 6d. to the regatta fund. Four to start or no match; if not more than four start, the first, second, and third prizes only to be given, which were won by Glance, first prize, Sophia, second prize, Violet, third, Electra disabled.—Only four started.

The third match was for a purse of the value of £15, to be sailed for by second-class local river yachts of any rig under 20 tons. Norfolk and Suffolk Yacht Club measurement. Time, half-a-minute per ton. Three of each class to start, or no match. First prize, £10; second prize £5. Entrance fee, 10s.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
928	Marguerite.....	cutter	10	H. K. Thompson, Esq.	Harvey
680	Halcyon	cutter	8	I. Preston, jun., Esq.	Owner
482	Enchantress	cutter	10	Messrs. Diver & Barber	
1538	Scud	cutter	10	Messrs. J. B. & H. Morgan	Fife

This proved to be by far the most interesting match of the day, not only from the closeness of the contest as compared with the other matches, but for the plucky manner in which the craft were handled by their respective crews. The yachts got away to an excellent start, the Scud taking the lead; but on approaching the south flag-boat, the Halcyon came up and passed her. From this point to the rounding the south-east boat, the Halcyon maintained her advantage; but in reaching in for the centre flag-boat, she was worked too far to the southward and lost a considerable distance, the boat being rounded first by the Marguerite, the Enchantress being second. While reaching for the centre boat, a heavy squall of wind and rain came on, which taxed the sailing qualities of the boats and the skill of the crews to the utmost. So heavy was the storm, that it was feared some of the boats must come to grief; but they held on their course gallantly, notwithstanding the seas that frequently dashed over their bows, and the wind which threatened every moment to carry away their spars. So great was the risk, that those on the pier who were anxiously watching the approach of the yachts fully expected some serious accident would follow; but the crews managed by skilful handling, to work their frail craft safely through the squall, and after rounding the boat that marked the centre of the course, they were soon reaching away to the north-east. As the yachts worked round to the straight, the Marguerite was still leading, the Scud having taken a second place; the Halcyon and Enchantress making a close match between themselves some distance astern. During the second round,

change took place in the position of the boats, the match being concluded as follows:—*Marguerite*, 4h. 29m. 30s.; *Scud*, 4h. 55m. 20s.; *Halcyon*, 4h. 57m. 45s.; *Enchantress*, 4h. 58m. 0s.

Marguerite won first prize and *Scud* second.

LOWESTOFT REGATTA.

THE annual Roads Regatta took place on Monday, August 30th, and was carried out successfully, although on Sunday, owing to the very high wind and heavy sea, it was feared that it would have to be postponed. The wind continued blowing hard from the N.E. till about ten o'clock on Monday, when it lulled somewhat, which gave those interested in the Regatta hopes that at least some sport might be expected. Such was the case, for about an hour later the day's festivities and sports might be said to have commenced.

The first yacht match, a purse of £25, for schooner and cutter yachts, not exceeding 25 tons, belonging to a recognized yacht club. First prize, a piece of plate, value 15 sovs.; second, a purse of 10 sovs. The winner of second prize to be of different rig to that of the first. Schooners allowed at the rate of two-thirds their tonnage. Time, half-a-minute per ton. Entrance fee, 10s. 6d. The following vessels took up their moorings:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig	Tons.	Owners.	Builders.
1437	Red Rover	cutter	14	S. Nightingale, Esq.	Hall
1935	Waveney Queen	cutter	13	Major H. Leathes	
	Otter	cutter	25	R. Pratt, Esq.	

The interest in this race was great. The three got well away, and a magnificent race ensued for a short time between them, but on rounding the first buoy, it was evident that the *Red Rover* would again carry off the prize. The *Waveney Queen* came to grief and was quite disabled, the wind carrying away her mast, leaving the race between *Red Rover* and *Otter*.

The following is the official time taken at the finish:—*Red Rover*, 2h. 40m. 40s.; *Otter*, 2h. 49m. 0s.

The next match was for prizes of the value of 15 sovs., for half-decked local river cutter and latteen yachts, under 12 tons. First yacht, a piece of plate, value 10 sovs.; second, a purse of 5 sovs. The winning yacht

to pay one guinea ; second, 7s. 6d. to the Regatta Fund. Time, half-a-minute per ton. The following competed:—Marguerite, Mr. H. K. Thompson, 10 tons ; Scud, Mr. H. Morgan, 10 tons ; Halcyon, Mr. L. Preston, 8 tons.

This was a pretty good race, and was won by the Scud, after sailing two rounds with the Marguerite, the Halcyon giving up after the first. Several rowing matches followed.

ULSTER YACHT CLUB REGATTA.

THE annual regatta of this rapidly increasing club was held July 17th. The first race was for the Bangor Challenge Cup of 100 guineas, presented by Lord Bangor and R. E. Ward, Esq., with a purse of £50 added by the club ; the cup to become the property of any vessel winning it twice in succession ; a time race (held by the Amber Witch, yawl, J. M'Curdy, Esq., since last season). The day was particularly fine, with a light breeze at S.E., which went down with the sun towards evening, so that all the competing yachts displayed their largest canvas. The following started, viz :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1059	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare
43	Amber Witch ...	yawl	51	J. McCurdy, Esq.	Wanhill
1867	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
1065	Muriel.....	cutter	40	H. Bridson, Esq.	Hatcher

Muriel was first to rush between the flag steamer and flag-boat, Mosquito followed some 10 seconds after, then Volante and Amber Witch with a bad start. Mosquito went by Muriel, taking the lead for a short time, until her spinnaker was set, when she regained her former position, but was passed to windward by Volante, and the two ran almost to the first flag-boat off Rockport, with main boom and spinnaker boom in line. Meanwhile Amber Witch, who had stood out more from the shore, brought up a breeze with her, and rushed to the fore, and this flag-boat was passed all in a cluster. Sheets were then tautened for the reach to the boat off Carrickfergus. Volante led round this mark, Mosquito close up, then Muriel and Amber Witch. The two leading yachts at once tacked to starboard into the Lough. Muriel held on into the north shore as far as the depth of water would allow her, and then went about, followed by Amber Witch. All close hauled

for a turn on the wind to the boat off Whitehead. Mosquito was first to tack to port, and weathered Volante, the latter tacking with Muriel, and holding her under her lee, so that the latter had to make a short board to get clear. In the long reaches for the next mark Mosquito established a most decided lead. The time at which they tacked round the boat was as follows :—

	h.	m.	s.		h.	m.	s.
Mosquito	1	23	45	Muriel.....	1	30	45
Volante	1	30	5	Amber Witch	1	44	30

Wind now became very paltry, and the leader ran into a calm off Grey Point, while Volante and Muriel, getting a draw out of Crawfordsburn Bay, made great tracks after her, and they sent up jib-topsails, the wind coming very light. Mosquito, however, soon got the wind again, and going away with the lead, hauled round the boat off Grey Point some four minutes in advance of Volante, and seven of Muriel. All tacked to starboard on rounding, and stood a long reach into the middle of the Lough, Volante was first to go about to port, followed by Mosquito, Muriel, and the yawl. Mosquito soon went round again to starboard, followed by the others in succession, Muriel, first round again to port, followed quickly by Mosquito, and they both stood into the north shore, along which they worked in short boards, Mosquito tacking simultaneously with the 40-tonner, who, with her shallower draft of water, was able to fetch closer into the shore, each board getting the wind fresher off the land. All this time Volante was standing over to the southern shore, off which she got a slant from the S.E. that carried her on starboard tack right up to the flag-boat off Whitehead, where the wind headed her. Muriel, finding the wind coming more off the shore, took a tack right into Whitehead Harbour, where she obtained a light air from the north-east that carried her on the port-tack up to the flag-boat in company with Mosquito and Volante, both on starboard tacks, each yacht having a wind of its own, although not a quarter of a cable's length apart, affording as curious an incident in yachting as could, perhaps, well be conceived. Mosquito rounded this flag-boat a few seconds in advance of Volante and Muriel, both of which set spinnaker jibs. The 40-tonner ran past Volante, while Mosquito held her lead well, despite of the spinnakers. Half-way across the Lough, a breeze sprung up again from the S.S.E., which Mosquito was first to feel, and spinnakers had to be doused, the wind being now ahead. Volante took a long tack to the eastward, but was not followed for some time. Mosquito was first to go after her, and Muriel tacked in her water, and after a couple of short boards by the latter pair, the winner of many a score of prizes had to succumb to the new 40-tonner

of the season, who, according to our calculation, had 7m. 24s. to spare over her time allowance. The following is the official time at the conclusion :—

	h. m. s.		h. m. s.		h. m. s.
Mosquito	4 26 37	Muriel	4 27 45	Amber Witch ...	5 13 0
The Volante did not round.					

The next race was for a prize of 35 sovs., for yachts under 40 tons. The Kilmeny was the only yacht to start, and her owner, in the handsomest manner, requested the club to retain the prize for their next year's regatta.

The third race was for yachts not exceeding 20 tons. First prize £20, second £10. The following started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1058	Mora	cutter	15	W. B. Price, Esq.	Fife
829	Venture	cutter	15	M. R. Dalway, Esq., M.P.	P. Rogers
1459	Ripple	cutter	12	G. Murney, Esq.	Fulton
642	Glide	cutter	15	D. Fulton, Esq.	Owner
1054	Moonbeam	cutter	18	H. Andrews, Esq.	
817	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1807	Vampire	cutter	20	T. Cuthbert, Esq.	Hatcher

After a well fought race the Vampire received first prize and the Lizzie second.

The fourth race was for yachts under 10 tons ; first prize £10, second £5. Amba won first prize by time, Meta second, beating five others.

On Saturday, August 28th, the Corinthian matches in connexion with this club, so long looked forward to with interest by yachting men, were sailed in Belfast Lough, the course being from Grey Point to the Hollywood Lighthouse, thence round the Oyster Bank Buoy, and back to the starting point. The weather was very favourable, a light breeze tempering the heat, which would otherwise have been oppressive, and the harbour dotted over with craft of all sizes and descriptions scudding to and fro before the summer breeze had a very gay and animated appearance. The Commodore, Lord Dufferin and Clandeboye, commanded. The first race was for yachts 20 tons and under, the prize being a silver cup. The entries were—Glide, David Fulton, Esq., steered by the owner ; Ripple, George Murney, Esq., steered by Mr. H. Murney, J.P. ; Venture, M. R. Dalway, Esq., M.P., steered by Mr. Charles Crawford ; Woman in White, Lord Dufferin, steered by Lord de Ros.

At three minutes to one o'clock the starting gun was fired, when a

first-rate start was made by the *Glide*, *Ripple* and *Venture*; but the *Woman in White*, which was sailed by Lord de Ros, was unfortunately becalmed, and did not get away for two or three minutes afterwards. The breeze was utilised to the fullest extent when it came, but the other three competitors having now got much ahead, the noble yachtsman soon gave up the race. The *Glide*, *Ripple*, and *Venture* kept well together over the entire distance, and passed Lord Dufferin's mooring, off Grey Point, at the following times :—*Glide*, 3h. 14m. 12s.; *Ripple*, 3h. 16m. 6s.; *Venture*, 3h. 20m. 12s.

The *Ripple* was accordingly the winner of the cup.

The second race was for yachts of 10 tons and under, the prize also being a silver cup. The yachts, which started at 1h. 15m. were—*Amba*, Foster Connor, Esq., steered by owner; *Eva*, — Lennon, Esq., steered by owner; *Archer*, Lord Dufferin, steered by owner; *William*, W. Thompson, Esq., steered by owner.

The same mishap which befel Lord de Ros in the previous contest was now experienced by Lord Dufferin. He was without a breeze for several minutes, and the *Amba* had also to make a tack after the others had started to get into position. The *Eva* and *William* got away well together, the latter leading until coming up past Holywood, when the *Amba*, which had been from the start gradually gaining lost ground, overhauled both craft, and taking the lead, maintained it until the gun announcing the conclusion of the race was discharged. The yachts came in as follows :—

	h. m. s.		h. m. s.		h. m. s.		
<i>Amba</i>	4 22 10	|	<i>William</i>	4 25 0	|	<i>Eva</i>	4 29 0

The *Amba* was, therefore, declared the winner of this race. There was good display of canvas in the neighbourhood of Grey Point during the entire forenoon.

THE LATE GALE.

Wreck of the Yacht Creusa.—The fine schooner yacht *Creusa*, belonging to W. H. Rideout, Esq., 200 tons, built by Hansen in 1865, was wrecked off Cherbourg on Friday morning, September 10th. The following is an extract from a letter of her owner describing the catastrophe:—

"You will be much pained to learn that there is an end of the *Creusa*, and that her hull is now jammed amongst some rocks in the roadstead, under Fort Flamande, and the waves washing over her at high water—a complete wreck.

"We left Dieppe on Thursday at noon with a fair wind, bound for Fowey (Cornwall), and made Cape le Heve soon after eight. It was a very sultry

night, and soon after dark we saw lightning over the land. This increased till flash succeeded flash so rapidly that our cabin was so illuminated that we could distinctly see what was in it. I was on deck early next morning and there was such a heavy swell from the westward that, after a conference with the captain, I decided to put back to Cherbourg, then about twenty miles distant. After a good tossing, we anchored in the roadstead about two p.m., intending to continue our voyage next morning; but as the glass was low and falling during the night, we occupied ourselves on Saturday in taking down the fore-topmast and its gear, bent the main trysail, and got the boats on deck, for I wanted to go along easy, fearing bad weather outside.

"It was blowing fresh when I was on deck before turning in for the night, and the glass stood at 29.8 in our berth. The wind freshened rapidly, and about midnight it was blowing a gale. Soon after one I dressed and went on deck; the captain and all the crew were there. We were anxious but not afraid, for, as the captain said—'We have good chains and anchors, and have not stirred an inch, besides we have sixty fathoms out with one, and about fifty with the other.' I went below, for it was so very difficult to stand, and the drift often swept the deck fore and aft. About three my wife said 'What is that?' for we heard a rumbling noise. I knew it was something foul of our cable chain, and went forward. I could see two vessels astern of us, but it was too dark to say what they were. The crew were busy trying to get rid of an anchor hanging on our chain and close under our bows, but unable to do it, the captain suggested we should slip the cable, for we were all three drifting on shore together, and try whether the anchor would not hold us. This was our only hope and it was quickly done. Still we drifted, and we could do nothing more. A few minutes and the *Chasse Marée* was foul of us, and two of the crew jumped on board the *Creusa*.

"We had our blue lights ready, and burned three of them, for we could see the anchor lights of the iron-clads and the despatch boat lying at their moorings, as well as the gaslights at Cherbourg. About four o'clock she struck heavily, and we saw that her stern-post was on the rocks. We sounded; there was one fathom and a half of water, and the tide ebbing. Again we fired blue lights, for I felt certain that help was coming to us from the men-of-war. It was still dark, the day just breaking, and earnestly we prayed for daylight. A third time we burned blue lights, waiting patiently for assistance, but none came. As I knew how firmly the *Creusa* was put together by Hansen, we decided to wait, for death in the dark was all but a certainty. On the one side we could see in the dawning light a fort, on the other the lights of the vessels in harbour; and you may imagine our suspense, and how long the minutes were. There was my wife and her sister without anything on their heads, exposed to the heavy seas breaking over us, drenched, a on deck from four to six, bravely and calmly waiting, without a murmur what appeared certain death. It was, indeed, a lifetime of agony.

"We strained our eyes looking for aid; sometimes we thought we could

see a steam launch or a large boat coming to us, but it was a delusion. The only reality we could see was their anchor lights.

"As soon as there was light sufficient to make out our position we saw where we were, and knew the rocks to be not more than 100 yards from Fort Flamande. Our boats were still on deck, so we launched the gig first, and made her fast astern, then the cutter. I told off the two Frenchmen, cook, and his mate, and the gig's crew; next my wife, her sister, and myself. Captain, Steward and crew left, and the mate and one man followed in the dinghy. The gig was stove in beaching, and after a hard struggle we landed safely in the cutter at the steps of the fort, guided there by some people on the parapets, followed quickly after by the dinghy. Thus we were all safe, and thank God for his mercy to us.

"We had an abundant supply of these excellent national life-boat cork swimming belts on board, as well as eight circular buoys. I tied one each round my wife and sister, had one myself, and took care no man got into the boats till he had put his belt on. We brought away with us a supply of wine and food, some of the men's kits, and two pet canaries! as well as some shawls, &c., but could not save any clothing for ourselves, and I am now wearing the apparel of the kind commandant of Fort Flamande. He was in bed, but came instantly, had the ladies in bed directly, his wife sending the garments necessary for comfort; then he ordered a large fire in the guard-room for the crew, and his men assisted them most cheerfully. Next he took me to his own room, and rigged me out in his clothing even to cap and slippers, and then most hospitably gave us food, and himself and wife did it so kindly that it was a pleasure to be with them.

"I must not forget to tell you about the other vessels. The schooner's crew left in their own boat, and were ashore about the same time as ourselves. An Englishman told us there was one poor fellow on the *Chasse Maree*, and that if I would lend our cutter, there were four French sailors would go for him. The mate, who speaks French volunteered to go with them, and away they went, taking a spare belt, and soon after he was ashore. Our inverted ensign was flying out from our stern, but no assistance came to us though it was day, and the position of the three vessels must have been *seen and known* by all the ships in the harbour, and had our boats been damaged in launching we must of course have waited on board in suspense and despair.

"Our consul here, Mr. Hammond, is a most worthy fellow. Myself and my captain called on him, and he instantly went with us to Lloyd's agent, then to Admiral Roze, the Prefet Maritime, who was equally kind. He was already advised of the wreck, and when we told him our sails were nearly new and valuable, and if left on board during the night would probably be lost, he ordered a boat to attend at low water, and they took all off. Our men again went below and got a few things, but all the fittings and interior are washed away, and there is a rock in the pantry. It is still very boisterous outside, and I fear she will break up during the night.

"The Dauntless yacht is in harbour, driven out of Guernsey on Saturday night, without cables and anchors. Fortunately their pilot knew this place well, or they all would have been wrecked."

Wreck of the Volante.—This vessel was unfortunately wrecked on Ryde Sands in the height of the gale on Sunday 12th of September. She had been sailing down to Cowes the day before, and on her return to Ryde Roads she kept hold of the new moorings laid down by the Ryde Steamboat Company. Her owner, not liking the appearance of the weather, inquired about their strength, and was informed they were intended for a vessel of three times her tonnage. Mr. and Mrs. Maudslay had a friend dining with them on board, and when he was sent on shore in the gig at about 10h. p.m. it was blowing a fresh breeze with squalls of rain, but nothing that would give an indication of the strength of the gale that was to follow. At about 4h. a. m. the Vampire cutter, was seen to be dragging her anchor fast, and must soon foul the Volante; or, if she cleared her, must drive on shore, the wind having now increased to a whole gale with a heavy sea. The surf was so great on the edge of the sand (the wind having backed out to N.W., making it a lee shore) that she would have been broken up in a few minutes and their lives would have been sacrificed. As she drove past the Volante they passed a warp to her, and she rode to her stern; there was never much strain on the warp, the Vampire really riding to her own anchor, which, as it afterwards proved, was foul of the Volante's mooring chain. The wind kept increasing, and blew with terrific violence in the squalls. In one of these the moorings suddenly parted; the Volante before this had been pitching very heavily, the sea sweeping over her decks.

The instant the cable parted the Volante flew round on the Vampire, whose chain still held to some part of the moorings. In the first plunge she chopped the Volante's bowsprit off; in the second carried away her forestay; and in the next probably the Vampire's mast would have gone, but she fortunately got clear, slipped her anchor, and, canting with her head the right way, set her foresail and ran for Portsmouth Harbour, which she reached in safety, having narrowly escaped being wrecked off Southsea beach by missing stays twice, and her foresail blowing to shreds; so that, having nothing but after canvas, she had to run to sea again before the wind till they bent a new foresail, that they had only received on board four days before. This enabled them to beat back, or nothing would have saved them, as in another ten minutes they would have been on the sands off Langston Harbour.

But to return to the Volante: when the Vampire left her, her head canted in to the shore, so that there was no help except to let go her own anchor; but finding she was dragging, and must strike as the tide ebbed, they set the foresail close reefed, intending to slip, but the force of the wind was such that it tore the fore sheets out and blew the head of the sail to pieces, they were obliged to get it down. They then rigged new tackles for she , and tied the head of the sail up, set it, got the yacht's head to cant off she , slipped the chain, and thought the vessel was saved; but before she co l gather way she struck heavily, swung round on her heel, and became a wre .

It was now most fortunately daylight, and the crew of the lifeboat, seeing the signals of distress, came off to rescue the crew. The surf was breaking so heavily on the sand that nothing but a life-boat could have lived, though the crew of the *Volante*, who behaved with the utmost coolness, got the gig clear of water and ready to launch over the bow had the worst come to the worst, and would have made an attempt to land.

Mrs. Maudslay had only been placed in the life-boat a few minutes when the floor of the main cabin, where she had been for safety burst up. The vessel tumbled on her side, and filled to the skylights with water; so that if the life-boat had not been so prompt in its assistance she must have been lashed in the rigging, as the sea was breaking over the hull of the vessel.

Wreck of the cutter yacht Bamba.—This vessel 25 tons was the property of W. H. Roberts, Esq., about 6 o'clock on Friday, September 10th, put off from Greenhithe, accompanied by Mr. Roberts. They arrived at Southend about 7h. 35m., and when running for anchorage a squall came on, the mainsail, jib, and foresail being fully set. The captain let go the anchor under foot. The yacht running at a great speed was thus brought up too suddenly, and dragged the anchor before she could be brought up head to wind. She struck abaft on the sandbank at about 120 yards east of the pier, and directly under the lee of her Majesty's training ship Worcester. In the darkness of the night and against a roaring gale the crew and party on board shouted loudly for help. Hour after hour passed by. A barge not far off was spied, and the yacht's boat, with two of the crew on board put off for it in the hope of gaining help. They made the barge, but the gale had increased so terribly that they found it impossible to render any assistance to the vessel. Meanwhile the yacht was rapidly filling. The deck was being covered, and Mr. and Mrs. Roberts resigned themselves to the prospect of a watery grave, with the rest of the crew, being then up to their necks in water, when a well-manned boat from the ship Worcester made her appearance just in time to save their lives. The yacht went down immediately after they were placed in safety on board the Worcester.

THE LATE ROYAL IRISH YACHT CLUB REGATTA.

We have been requested to transfer the following letters to our pages:—

Royal Irish Yacht Club, Kingstown. July 29th, 1869.

SIR.—My attention has only just been called to your account of the regatta of this club in your publication, in which the Sailing Committee are blamed 'for bringing vessels of the class of the *Oimara* and *Egeria* round a buoy in the middle of the harbour as a winning mark to conclude the race,'* and as I took an active part in working out the details of this regatta, and was, in fact, the party to whom the respective owners of the yachts alluded to first addressed themselves on this very subject, I request you will permit me to state what really occurred, which was as follows:—Mr. Couper and Mr. Mulholland, the day previous to the race, both stated to me that they

* *Vide* September Number, page 428.

considered it a risk to the safety of their yachts if they were obliged to finish the race by rounding the revenue cruiser moored as a flag-ship opposite the club-house, and occupying the identical position our flag-ship has always taken in every regatta since the club was founded, practically without any dangerous result to any racing yacht (so far as I am aware). These gentlemen, however, pressed the matter so strongly—firstly, on the ground that at low tide the water might be too shoal to the westward of this point, and, secondly, they stated that they would have too little room to bear away, or work their vessels in the space between the flag-ship and the shore—that I promised, so far as I could, to meet their views, and accept their own suggestion of rounding, instead, a buoy occupying a central position in the harbour. I accordingly stated their objections to other members of the sailing committee, who, although thinking there was no real danger, and further, that it would be scarcely fair to the club or public that they should be deprived of the pleasure of a close view of these splendid yachts under full sail, yet to avoid all responsibility and accommodate the yacht owners, we consented to accept the proposed alteration in the winning mark, and to send the yachts in this race only round a buoy marked with a large flag, the position of which so far as it appeared met with their entire approval, and we used every exertion to keep a clear course for the yachts, a difficulty greatly increased by our being obliged to adopt two separate courses in a crowded barbour.

The only damage that resulted was to the Derwent schooner, whose jib-boom the Oimara fouled after winning the race. This vessel the committee considered slightly in the way, and as there was but a single hand in charge of her, I had taken on myself some time previously the responsibility of sending a boat's crew from the Fanny cruiser, to assist them in slacking out some of her chain cable, and thus dropping her more astern, which probably saved her from a more serious collision. I think it scarcely fair to charge a sailing committee with want of caution under the foregoing state of facts, submitting which,

I remain yours, &c.

BRINDLEY HONE.

The Oaks, Londonderry, Aug. 7th, 1869.

SIR.—I was much surprised to see a letter signed 'Brindley Hone, in which he attempts to defend the committee of the Royal Irish Yacht Club from the extremely mild censure with which the reporter of Bell's Life visited their mad proceedings at the regatta, in bringing large vessels under a press of sail round a buoy situated in such a ruck of vessels and boats that it was only by God's mercy that a most serious accident, nay, probably a large loss of life, was avoided. I should have thought that the committee, instead of rushing into print, would have been repenting in sackcloth and ashes, or at least thanking Heaven that a well-merited verdict of manslaughter had not been recorded against them, and been too thankful that their incaution had escaped public reprobation; but as they have done so by the pen of one of

their body, and in fact rather seemed ashamed of the feminine weakness which caused them to pay some slight attention to the warm remonstrances not merely of the owners, but of Captain Hutchinson, the harbour-master, who cautioned them that there was no water where the *Fanny* was moored for vessels like *Oimara* and *Egeria*, and induced them to substitute imminent for certain destruction by ordering them to round an inner hauling buoy, I venture, in the absence of Messrs. Tennant and Mulholland, owners of the *Oimara* and *Egeria*, to give my version of and opinion on the matter, which I venture to assert will be corroborated by that of every racing yachtsman who held his breath and trembled while these vessels were tearing through a crowd of boats and yachts under no control, and threatening numbers of ladies and gentlemen with a watery grave.

Soon after the *Egeria* came to anchor on Tuesday morning, 20th, Captain Hutchinson pulled alongside, and warned Mr. Mulholland not to go round the *Fanny*, where the committee wished to place her, 'as, said he, 'it is the top of the springs, and the harbour is much filled up lately, and I think you would touch.' I was on board, and having had painful experience, both in 1867 under the management of the Royal Irish, when the *Egeria* nearly went ashore under the Club-house, and the skipper had the greatest possible difficulty in saving her from doing enormous mischief after rounding; and in 1868 under that of the Royal St. George, of how little room is usually left round the flag-ship for large vessels to turn in. I pressed Mr. Mulholland to see Mr. Couper, who managed the *Oimara* for his uncle, and in concert with him to refuse to start unless ample room was given at the finish, and Mr. Couper coming on board soon after he quite concurred, and spoke of the difficulty and danger he had also experienced in rounding on former occasions. Mr. Mulholland on this went to the Committee, and was promised that the flag-boat for the large race should be stationed off the hauling buoy in the middle of the harbour, and a clear course kept. When at our stations I hailed Mr. Houldsworth of the *Mosquito*, to be sure to make a similar stand when the committee boat came off; and he too quite agreed, and spoke of the danger he had witnessed before.

When the boat came off the Vice-Commodore hailed us; and said, 'A flag would be put on that buoy', pointing not to the outer one, but to one inside of it, which at that time appeared tolerably clear. I was surprised, however, at the change, as I had been told the day before at the Club that the Committee had resolved 'on using the outer buoy;' but not liking to make unnecessary difficulty, and relying on the promise to keep a clear course, said nothing. What was our horror, on coming in under a heavy press of canvas and a strong breeze, to see a perfect wall of yachts and boats right in front of the buoy! and how the *Egeria* was to pay off or get through them I am sure I for one, could not imagine. How it was done, and how beautifully Captain Woods steered and handled his vessel; and where she was taken inside all the small craft off the club-house, with not, I believe, five inches under her keel from the stones of the jetty, I leave to those who saw it to relate, but know those on board never wish to see such a thing

again. Nor will the two ladies and gentlemen in the row boat, who were pushed off by a man of ours who went on the bobstay, and left his shoe in the boat in the effort, ever forget that day as long as they live.

I am told the case of the *Oimara* was still more frightful, and that if the slightest squall had struck her, or she had not paid off when the skipper and two men had her tiller jammed hard up, and never expected her to clear, instead of merely running into the *Derwent*, and doing some £30 worth of damage, (which the committee have refused to pay for), she would have gone right over the *Hadassah* with nine ladies and as many gentlemen on board, and God only knows what would have been the consequence.

In conclusion, I may add that the committee next day, so far from being warned, took the *Mosquito* and *Volante*, vessels of 61 tons each, right round the *Fanny*, and in the very thick of the crowd, and that the captain of one of them told me he expected to make staves of two or three craft before he got out; and I may say that for myself, nothing will induce me, on a future year, to go round the flag-boat in a large vessel, unless some great and radical change is made in her position, and in the mode adopted for keeping the course clear.

Yours, &c.,

JAMES A. LYLE.

R.I.Y.C., *Kingstown*, Aug. 11th, 1869.

SIR:—I observe in your paper a letter from Mr. James A. Lyle, which he prefaces with an expression 'of his extreme surprise' at a short statement of mine which appeared in a previous impression of your paper, and containing no reference or allusion whatever to himself personally. I have always admired Mr. Lyle's very decided energy, ashore and afloat, but I cannot compliment him on that characteristic quality as it emanates from his pen, and I regret for the sake of yachting interests, that a gentleman holding the position of honorary secretary in a successful yachting club should so far forget himself as to use the unwarrantable language he has applied to the practical and experienced yacht owners who form the sailing committee of a kindred institution which has worked harmoniously with his own. Such terms as 'mad proceedings,' 'sackcloth and ashes,'—'well-merited verdict of manslaughter,' and—a happy thought, peculiarly his own—'that the sailing committee were guilty of feminine weakness,' convey their own condemnation, and my impulse was silently to submit this production of Mr. Lyle's pen to the verdict of an unbiassed public opinion, as vituperative language has neither inherent weight nor merit, savours not of argument, and rather resembles the fizzing squib, most dangerous to the hand that fires it. But as the letter contains two statements reflecting on the honour and credit of this club, I am reluctantly bound to trespass again on your space in reply.

Before Mr. Lyle 'rushes into print' again I would advise him to make more careful inquiry into the truth of his premises before he ventures to draw such conclusions as he has done. And, firstly, he charges that our

committee had promised to send the yachts round the hauling buoy in the middle of the harbour. Here I join issue with him at once, and deny that the committee or any one of its members committed themselves to the adoption of any particular mark until the morning of the race, when, seeing that the clearest course within the harbour was round the buoy, they selected it. The Vice and Rear-Commodores, immediately before the start, pointed out this buoy to the yacht owners—which Mr. Lyle is bound to admit seemed 'tolerably clear'—and it was accepted by them without a word of protest or objection, or any suggestion from either them or Mr. Lyle that the course had been in any respect changed, as he now alleges. The course was, in fact, perfectly clear for finishing the race outside the yachts and the flag-ship, except for the *Derwent* and *Hadassah* schooners. The Rear-Commodore accordingly pointed out to the owner of the *Hadassah* (on board his own yacht) the possible danger, and he gave him his positive assurance that she would be removed in time, and I have fully explained the circumstances respecting the *Derwent* in my former letter. And here Mr. Lyle deliberately makes the extraordinary assertion and charge, 'That the committee of this club have refused to pay Mr. Bridson a sum of £30 for damage done to the spars of the *Derwent*.' But to Mr. Bridson's honour (who knew the facts respecting his own yacht) be it stated, that he never made any such claim, nor has there been a suggestion of any claim, except on the present occasion by Mr. Lyle himself. Every member of the committee feels as fully as he does the responsibility entailed in allowing vessels of such large tonnage to conclude a race within the harbour, and regrets equally that any danger should have been incurred, and also that the only *contretemps* to this otherwise thoroughly successful regatta has been the ebullition of temper and strong language on the part of Mr. Lyle.

Yours, &c.,

BRINDLEY HONE.

13, *Pembroke Road, Dublin, 17th August, 1869.*

¶ **SIR** :—I see in your paper of August 17th, a reply from Mr. Hone to my letter of the 7th inst., if that can be called a reply which, neglecting the whole point which alone can have the slightest interest for your readers, viz., the danger to life and limb caused by the position of the flag-boat at the last, and indeed, at all the preceding Kingstown regattas, chiefly comments on the style and temper of my epistle. If I wrote anything which exceeded the bounds of fair comment or hurt the feelings individually of any of the members of the Sailing Committee, who are all warm personal friends of mine, I am sorry for it; but in their public and collective capacity as managing a large open regatta I think I have a perfect right to animadvert in strong terms on their proceedings, and confess my monkey was put up when, after being nearly drowned and frightened within an inch of my life, I found one of the committee repudiating all blame, or rather insinuating that 'there was no real danger,' and that it was very unreasonable of Mr. Mul-

holland and Mr. Couper to object to risk their vessels, when by so doing 'they gave the pleasure of a close view to the club and public.' Thanks to Providence there was no great harm done, but if, as might well have happened, the Oimara and Egeria had come in sailing a beam-and-beam race, instead of being widely separated, 'the club and public' would have been treated to a series of duck hunts far exceeding in interest those they had been viewing from the balcony, and the committee would then, I fain think, have felt themselves in a false position in not having arranged that vessels should end the race well out in the harbour, and by luffing or staying round the mark, when the skippers would have some control over their craft, instead of forcing them to gybe their booms before a strong breeze in the middle of a crowd of yachts and boats at anchor and sailing or pulling about, when it is almost impossible for any man to avoid an accident. This is the gravamen of my charge, and from expressing it again and again I shall not shrink, whatever offence I may give of fearlessly relying on the verdict of all yachtsmen.

In conclusion, I can only say as to the two points on which Mr. Hone really answers my letter—first, that I should have written *a* hauling buoy, not '*the* hauling buoy,' (as there happen to be four in the harbour) 'and a clear course kept,' the latter being the whole real point at issue, as it mattered not a straw round what buoy we gybed, if only a clear course *was kept*, not merely to the buoy, but between it and the shore, so that vessels rushing in under a press of canvas would have room to get out again clear, and to lower down and reduce sail; and this latter essential point I again assert, *was not attended to*, and never has been at Kingstown regattas.

As to the second point, that the committee have not refused to pay for the damage done to the Derwent, as none has been made, on this I can only say that I strongly advised the owner next day to make it, and understood him that he would do so; and I am now glad to see that Mr. Hone so warmly repudiates the idea of refusal if it had been sent in. I now leave the matter at rest, but am extremely glad it has been opened, as I fully expect that, in this case at least, good will come out of evil, and that it is the last time we shall see big vessels rushing madly into a crowded harbour, and gybing right among a parcel of vessels of all sorts and sizes, when the simple expedient of finishing the race between the pier heads, or near them, would save all difficulty and danger, and remove a fruitful source of discontent from those at least who know the risk of the present system.—Yours, &c,

JAMES A. LYLE.

P.S.—Since writing the above I have received a letter from Mr. Couper, in which he says I can contradict the statement made in Mr. B. Hone's letter, viz., that the buoy the committee selected was accepted by the yacht owners 'without protest or objection,' as when the committee boat came alongside the Oimara before starting he told them we could not go round unless Hadassah was removed from her then position.

THE INTERNATIONAL YACHT RACE.

MUCH time appears to have been wasted, or a most cautious reticence observed, between the high contracting parties, and considerable disappointment exists in yachting circles that the season of 1869 has passed away, without the vexed question as to the superiority of British and American yachts and yachtsmen being advanced towards a solution. We had ardently hoped that with such a champion and such a yacht, as Mr. Ashbury and his famous *Cambria*, we had at length found the vessel and the man to maintain the supremacy of the Union Jack; however it seems we reckoned prematurely and that after all we must wait for the season of 1870 to solve the Gordian knot, when it is ardently to be hoped that not one but many British yachtsmen will be ready to tackle our gallant and spirited New York cousins.

We may not be accused of any breach of confidence in stating that the principal reasons by means of which the anxiously looked for race fell through this year, were first—the difficulty that cropped up in reconciling the American and British modes of measurement for tonnage, and endeavouring to place the vessels on some fair equality for such an arduous struggle; secondly the attractions and festivities of our English yachting stations proved too strong for the love of sport manifested by our trans-Atlantic brethren, and induced a corresponding procrastination of the momentous question at issue: and thirdly, when they did set their minds earnestly to make final arrangements for the flight New Yorkwards, they awoke to the unpleasant fact that the gales of the autumnal equinox were at hand, when the Atlantic is in no humour to be tampered with. To our notions there will always spring up a difficulty in organizing a race from Cowes to New York; it is very easy and pleasant to arrange such a thing in a comfortable club-room or the luxurious saloon of a Solent clipper; but when the stern realities of Atlantic weather and prevailing winds come to be discussed by calm, dispassionate, and experienced mariners, there arises the knowledge that the sea path from Sandy Hook to Cowes Roads is much easier of performance for fully nine months in the year, than the contrary journey, for the prevalence of Westerly and North-West winds in these latitudes are too well established to admit of controversy. Let us, however, hope that more earnestness of purpose will prevail in 1870, and that by an early arrangement the grand struggle between the yachtsmen of the two nations may be consummated.

Dover Harbour, Sept. 17th, 1869.

SIR:—Notwithstanding my challenge to all America for a race from Cowes to New York has never up to this time been accepted, I purposed racing in American waters for the possession of the '51 Cup if permitted to do so. I now venture to send you the enclosed correspondence for publication, from which it will be seen that I could not race this year, consequent, as I understand it, upon not having given the formal six months' notice to contest for the Cup in question. In my series of challenges on the 3rd October, 1868, I specially referred to this Cup, and did not therefore con-

sider it necessary to give any further notice so long as in other respects, I complied with the conditions laid down when the Cup passed into the possession of the N.Y.Y.C.—Yours truly,
To the Editor H.Y.M. | JAMES ASHBURY.

(COPY.)

*Office of the Secretary of the New York Yacht Club.
 No. 5, Pine Street, New York. June 12th, 1869.*

SIR:—I am requested by the committee appointed by the N.Y.Y.C. in the matter of the Challenge Cup you have proposed contesting for in our waters, to comply with your request in regard to the measurements of the Yachts Sappho and Dauntless.

Having already forwarded to the measurer of the Royal Thames Yacht Club, at his request, the National and Custom House measurement of those vessels, I have now the pleasure of transmitting to you their respective measurements made since the alterations the two vessels have recently undergone.

The committee also request me to add that neither of these vessels are regarded by them as at all likely to be selected as the Cambria's competitor for the possession of the Challenge Cup, and that they will be prepared to designate their vessel whenever they have the pleasure of learning that you are enabled to comply with the essential conditions upon which a contest for the said Cup can be inaugurated: to wit, yourself and vessel being the acknowledged representative of an organised yacht club.

Your last communication, containing a certified copy of the Cambria's tonnage according to the Thames measurement came duly to hand. In determining upon a match for the Challenge Cup, the committee would require the tonnage or measurement of the Cambria according to the old or Custom House formula, or else the new national measurement now common to Great Britain and the United States.—I have the honour to be, very respectfully, your obedient servant,

HAMILTON MORTON, *Secretary New York Yacht Club.*

To James Ashbury, Esq.

(COPY.)

9, Sussex-place, Hyde Park-gardens, July 20th, 1869.

DEAR SIR:—Your favour of the 12th June came duly to hand, but an almost continuous absence from England prevented my replying sooner.

I thank you for your communication, and the enclosed certificates giving the respective Custom House tonnage of Dauntless and Sappho; and now for the information of your committee, I beg herewith to send you, as requested, the Custom House measurement of the Cambria, which shows her to be 104 86-100 tons as against 188 Royal Thames Yacht Club Rule a formal certificate of which I have already had the pleasure of sending you. I take due note I am not to consider that either of the above vessels may be looked upon as likely to be selected to race the Cambria in New York.

waters for the possession of the Cup won in '51 by the America. This statement, however, was quite unnecessary, if the race in question is to be on the basis of my challenge of the 3rd Oct. '68, which clearly specified Royal Thames Yacht Club measurement, with a 10 per cent margin, and it will thereby be found that both these vessels are not eligible for the Cup race. Long after the challenge was given I was advised by your correspondence that the measurement must be by the Custom House rule of the country to which the challenging vessels belong; we are, therefore, at variance upon the mode of measurement, and such being the case, I give the N.Y.Y.C. the option of measuring your selected vessel and the Cambria by R.T.Y.C. rule, or the Custom House rule, by which the latter has been measured, and I give, as before, a margin of 10 per cent. I consider I can claim for both vessels to be measured by the Custom House rule, by virtue of the condition in the letter to the N.Y.Y.C., July 8, 1857.

As regards the Cambria sailing in New York, as the representative vessel of "an organized yacht club," I beg to inform you that I hope to have the honour of sailing in New York waters under the R.T.Y.C. flag, and a formal certificate to that effect I have the pleasure to herewith enclose. In the event of the Cambria winning the much-coveted cup, I engage to present it to Lord Alfred Paget, on behalf of the R.T.Y.C., of which he is Commodore, and to stipulate that it shall be held as a challenge cup, open to any royal or other first-class recognized yacht club to compete for, providing six months' notice is given, and the course not less than 300 miles in the Channel or any Ocean.

If I hear from you by letter or telegram that these conditions are approved, the Cambria will be prepared to leave for New York on or about the 27th August.

Requesting your usual prompt attention, I have the honour to remain, faithfully yours,

JAMES ASHBURY.

To H. Morton, Esq., Secretary, N.Y.Y.C.

Two enclosures—R.T.Y.C. Certificate of Representation, Custom House certificate of tonnage.

(COPY.)

15th July, 1869.

I hereby certify that Mr. James Ashbury, owner of the schooner-yacht Cambria, 199 tons, o.m. (188 tons, R.T.Y.C. measurement), is authorised to represent the R.T.Y.C. in the sailing matches of the N.Y.Y.C., particularly as regards the proposed race for the Challenge Cup of 1851, won by the America schooner.

ALFRED PAGET, *Commodore, R.T.Y.C.*

P. C. STUART, GRANT, *Secretary.*

R.T.Y.C., Albemarle Street, Piccadilly, W., London.

COPY.

9, *Sussex Place, London, 6th Sept 1869.*

GENTLEMEN:—I beg to confirm a telegram I sent on Wednesday, the 18th of August, as follows:—

"Ashbury, London, to Mr. Morton, New York Yacht Club:—Will *Cambria* be allowed to sail your champion schooner for the American cup, on the basis of my letter July 20th? Answer prepaid."

On Saturday, August 21, at Ryde, I was favoured with a telegram thus:—

"George L. Schuyler, Moses H. Grinnell, F. Osgood, Committee, and H. Morton, Secretary N.Y.Y.C., New York, August 20th, to James Ashbury, London:—The necessary preliminaries having been complied with by you upon your arrival here, you have the right, provided no match can be agreed upon to sail over the annual regatta course of the New York Yacht Club for the Queen's Cup won by the *America*; you will be heartily welcomed, and will find this club prepared now, as always, to maintain their claim according to the conditions upon which they accepted the cup; these have been received by you, and your letter of July 20th does not entirely conform to them."

On Monday, the 23rd August, I had the pleasure of replying by cable, as under—

"Ashbury, to Messrs. Schuyler, Moses H. Grinnell, and Osgood. Committee, New York Yacht Club:—Many and best thanks for your courteous and prompt reply. As I cannot contest for the cup on the basis of my challenge and letter of 20th of July, I regret I cannot compete for it this year. Dauntless' challenge for a race from Cowes to New York has been unreservedly accepted by *Cambria* for the 1st of September."

Absence on the coast of France, &c., prevented the confirmation of my telegrams, and my thanks for yours, and your kind offer of welcome. Apart from the proposed Ocean Race, I was anxious to go to New York with the *Cambria*, but finding that I could not compete for the cup which suggested the intended voyage, I am reluctantly obliged to forego the pleasure this year, although I hope sooner or later to take or send the *Cambria* to New York, and if possible to endeavour to conform to your ultimatum conditions.

As regards the race to New York referred to in my last telegram, after sending it, it transpired that the *Dauntless* could not be ready by the 1st, 7th, or 8th, as named by me for the day of departure, the earliest date *Dauntless* could be ready being the 15th of September, and I did not feel justified in racing at so late a season of the year.

With reiterated thanks for your prompt attention, and with many apologies for the trouble I have caused you, I remain, gentlemen, faithfully yours,

JAMES ASHBURY.

ROYAL DEE YACHT CLUB.

THIS club brought off the sailing match for the third class of yachts on Tuesday, the 20th July, on the river Dee, under the management of the Commodore, J. Grindrod, Esq. and Vice-Commodore H. Melling, Esq., on board the Water Spirit, 15 tons, belonging to the latter officer. The yachts began to assemble shortly after 10 a.m. at Heswell. The weather being beautifully fine, a good number of spectators were gathered together on the shore, and several large parties were in boats engaged for the day.

The signal gun was fired at 11h. 30m. a.m. from the Water Spirit, and the following yachts started :—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
918	Magic	cutter	7	J. Bouch, Esq.	Harvey
538	Flirt	cutter	7	F. Wall, Esq.	
	Dudu	cutter	6	J. M. Hay, Esq.	

They canted very smartly, each having balloon topsails and jibs set. There was a nice light breeze from the S.E., and they stood towards the W.N.W. to clear the main shore towards the seldom-seen Trinity buoy. The Magic and Flirt kept close together until half-way down Helbreswash; the Dudu close after them. At this period the wind gradually dropped to a calm; but shortly after was succeeded by a light breeze from the north, obliging the yachts to shift balloon jibs, and the race became more interesting, as they had now upwards of two miles beat to windward. The Horse Channel fairway Beacon, the outward seamark of the course, was rounded in the following order :—

	h. m. s.		h. m. s.		h. m. s.
Magic	1 58 0	Flirt	2 1 30	Dudu	2 3 15

All the yachts now quickly set their balloon jibs again, with a steady breeze after them, until they reached the Salisbury Buoy in the Dee, when the wind again shifted to E.S.E., and afterwards to S., giving them all another interesting beat up of about five miles to the flag yacht off Heswell; the latter vessel having moved a little lower down to give them more room to pass her, and was now profusely decorated with flags, the Vice-Commodore's flag at the topmast head and club ensign at peak. There was a smart contest between Flirt and Dudu which should be second boat. The yachts passed the flag-vessel in the following order of time :—

	h. m. s.		h. m. s.		h. m. s.
Magic.....	5 3 0	Dudu	5 9 30	Flirt	5 10 0

The Magic had to allow Dudu three minutes, but won by three and-a-half minutes. The yachts and company then made way to Park-gate, to join the dinner party of about twenty at the Pengwern Arms, at 7h. 30m. p.m. The handsome silver salver, value 20 guineas, was presented in suitable terms by the Vice-Commodore to J. Grindrod, Esq., who sailed the Magic,

and represented Mr. Bouch in his absence. The second prize of a purse, with entrance fees, was presented to Mr. Hay. The company spent a pleasant evening, and there was much unanimity between the yachtsmen. Her Majesty's health, as patroness of the club, was drunk with the usual honours.

FINE ARTS.

So much excitement has existed in the yachting world relative to the proposed race across the Atlantic, between the Dauntless schooner, Vice-Commodore J. Gordon Bennett, of the New York Yacht Club, and the Cambria schooner, Mr. J. Ashbury, Royal Thames Yacht Club, that the admirable portrait of the Dauntless schooner, just published by Mr. Foster, will no doubt be welcomed by all yachtsmen, not only from this circumstance, but as a most artistic addition to the numerous collection of yacht portraits already published by the same renowned caterer to yachting tastes. This agreeable souvenir of this now well known vessel is brought out with all the excellence of treatment, faithful portraiture, and critical nicety of accessory details for which Mr. Foster has earned so deserved a fame; it is from the well known and justly popular hand of that distinguished maritime artist, Mr. Dutton. The Dauntless is represented going along through a heavy sea full and by, the wind on the port tack, under mainsail, foresail, fore-staysail, and jib, main and fore-gaff topsails, main-topmast staysail, and jib topsail, with vice-commodore's flag at the main, club burgee at the fore, and American ensign at the peak. We have so often had occasion to eulogize the portraits of yachts brought out by Mr. Foster, that it is unnecessary to go further into details of this particular one furthermore than to say that in the spirited action portrayed, and the fidelity of likeness preserved, co-incident with the production of a picturesque moment of a remarkable yacht, this lithograph holds its own with the best yet issued from Mr. Foster's atelier, and we heartily congratulate not only him, but the clever artist, Mr. Dutton, on this admirable addition to our yachting celebrities.

We strongly recommend all yachtsmen to possess themselves of the portrait of the Dauntless, faithfully depicting as it does, all the peculiarities of rig and hull for which the yachts of the New York Yacht Club are now world famed.

The remarkable likeness between the Dauntless and the America will not escape our yacht critics, and that she is a much more able vessel is sufficiently indicated; in fact this circumstance alone has proved the most serious stumbling block to the arrangement of the match between her and the Cambria.

THE CRUSA.—This schooner yacht that got ashore at Cherbourg during the recent gales was floated off on Sunday, September 19th; and towed into dock. The damage done to her hull was found to be but trifling.

THE VOLANTE.—This fine cutter, which was wrecked off Ryde, in the gale, was on 22nd instant, raised by two powerful lighters, and towed Portsmouth Harbour. In addition to the loss of her bowsprit, and destruction of most of her gear, she has sustained very considerable damage in her hull, her port bulwarks being completely stove in, and her quarters badly strained by the leverage employed to raise her.

The Alarm, G. Duppa, Esq., and HIRONOME, Lord of the ...
the British non-starters; and the Diane, schooner, M. Benoit-Champy,
for ... of the French division.

**WRECK CHART
OF THE
BRITISH ISLES
FOR
1868.**

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS

- Signifies a Casualty
✶ Represents a Life Boat

Scale of Nautical Miles

... .. very considerable damage in her hull...
her port bulwarks being completely stove in, and her quarters badly strained
by the leverage employed to raise her.

London,—HUNT & Co., 6, New Church Street, Edgware Road, N.W.

HUNT'S YACHTING MAGAZINE.

NOVEMBER 1st, 1869.

YACHTING IN FRANCE.

HAVRE, *August 1st.*—One of the most interesting yacht races on record took place from Havre to Cherbourg and back this day for three prizes, the first value £130, presented by J. Ashbury, Esq., of the schooner yacht Cambria; second, value 2000f., presented by Messieurs Masurier Bournet, Aubartot, and Quesnel; and the third, value 1500f., for the first French yacht, presented by the Société des Regates du Havre; to the second and third were added silver-gilt medals by the Société, and to the first a gold medal. The following were engaged:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
ENGLISH.					
658	Guinevere	schooner	308	C. Thelluson, Esq.	Nicholson
36	Aline	schooner	206	R. Sutton, Esq.	Camper
184	Cambrin	schooner	188	J. Ashbury, Esq.	Ratsey
785	Julia	cutter	122	G. F. Moss, Esq.	Ratsey
FRENCH.					
	Mystère	schooner	81	Comte de Sesmaisons	
	Oudalle	cutter	21	L. Mandrot	
1736	Sylvia	cutter	10	Comte de Sesmaisons	

The Alarm, G. Duppa, Esq., and Hirondelle, Lord H. Lennox, were the English non-starters; and the Diane, schooner, M. Benoit-Champy, go of the French division.

The valuable cup, by Mr. J. W. Benson, of Bond Street, was presented by J. Ashbury, Esq., to the Société as a mark of appreciation of their attention and kindness to the English yachtsmen in connection with a similar race last year, in which the *Cambria* carried off the cup and the gold medal.

The arrangements were very simple, the vessels going any route they pleased, but entering the breakwater of Cherbourg at the western end coming out at the east. There was no time allowance. The English vessels assembled in the roads; what wind there was as they cleared out from their berths into the roads was about W.N.W. All but the *Guinevere* mistook the signal for starting, (11h. a.m.,) and they were under way, and had got their anchors before she began to hoist her jib. The *Julia*, excessively smart, slipped ahead of the lot to windward, and the *Mystère* was off second under balloon canvas and fore and main topmast staysails; *Cambria* next hard up on her weather, and then the *Oudalle*, which will be better known to yachtsmen as the *Old Avoca*, running in ten minutes to windward of the big ones, and then going about on port tack with the *Mystère* and *Sylvie* to weather the Cape de la Hève. All had to make general boards to clear the cape, and it was not till twelve o'clock that they all weathered the cape, and stood nearly on for Cape Barfleur—*Julia* a long way ahead but to leeward, *Guinevere* and *Aline* under the lee of the *Cambria*. Wind freshened after they had made the open channel, shifting to northward. At 2h. 35m. the *Oudalle* held her own to windward of the *Aline*, but the superior reaching qualities of Mr. Sutton's yacht told on the cutter, and the latter ran through her lee very neatly, overhauling the *Cambria*, the latter fore-reaching the *Julia* and leaving her some distance to leeward, the latter, however, was favoured by a breeze which failed to reach the others; the *Cambria* going a point closer the wind than the *Guinevere* soon left her astern under her lee quarter. *Oudalle* now came along at great pace, and threatened the *Aline*, and at 5h. 30m. *Julia* had more wind from the north-west, and at six o'clock was nearly hull down from the *Cambria*, the latter fast dropping *Aline*, which had weathered *Guinevere* two miles above Cæn. At seven o'clock; wind still paltry, *Julia* came about on port tack to get into her course again, and after holding on three miles or so tacked to starboard, and was four miles ahead of *Cambria*, until at nine o'clock she was again hull down from Mr. Ashbury's yacht, and others just sighted in the haze astern—*Aline* third, *Guinevere* fourth, *Oudalle* fifth, *Mystère* next. At 4h. 30m., the *Cambria* was close under lee of the *Julia*, the latter by reason of her light draught of water hugging the land to fetch into the breakwater. The hard ebb kept

Cambria going along at a steady pace towards Cape Levi, and she gradually weathered on the *Julia*; but, while the *Cambria* in vain had tried to make way by "sculling" to the rudder right and abreast of the western entrance, the *Julia* had a nice breeze close under the Batteries and, carefully avoiding the rocks, gybed round the buoy very smartly, being becalmed immediately afterwards. Aline meanwhile had stood too far down to the westward. The *Guinevere*, which had gained in the night, came up hand over hand to Aline; the *Oudalle* held a good lead of the French yachts, and the *Sylvia* had fairly beaten the *Mystère*. The following are the times of arrival at Cherbourg Breakwater:— (Greenwich mean time).

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Sylvia</i>	5	0	0	|	<i>Cambria</i>	10	20	0	|	<i>Guinevere</i> ...	11 29 0
<i>Mystère</i>	5	15	0	|	<i>Aline</i>	11	21	0	|	<i>Oudalle</i>	12 41 0
<i>Julia</i>	10	2	0	|							

As the *Cambria* gybed round the buoy the *Julia* had only driven as far as the centre of the Batteries, and at the eastern end the *Julia* got kedge ready to throw overboard; and, while the *Cambria* was in a dead lull, the cutter had slipped out of the harbour, was away on the starboard tack, and soon caught a good wind, bowling her along at seven knots, and was five or six miles ahead, and to windward as they made Barfleur again. Towards evening *Julia* still held her lead, but a N.N.Wester again exerting his influence, the *Cambria* surely, though very slowly, crept up to the *Julia*. Course S.E.b.E.½E. freshening at seven to a welcome seven-knotter; but the *Julia* evidently had not felt it, for at eight o'clock the cutter was but half-a-mile-a-head of the *Cambria*. At length, about 9h. 35m., the *Cambria* had weathered the *Julia*, and for five hours imperceptibly drew away from her, till at 2h. 30m., as the morn began to dawn, the cutter was 200 yards off astern, under *Cambria*'s lee quarter. They sighted Cape de la Heve at three o'clock, and another cat'spaw brought the *Julia* up. She having gone about half an hour previously, followed soon by the *Cambria* on starboard tack, wind coming up to leeward, and favouring the *Julia*, placing a gap of 300 yards between her and the *Cambria*, the former having the weather-gauge. Both gradually drifted towards Cape de la Heve, and off the lighthouses they were dead level, *Cambria* to leeward, neither moving. Wind came all round; against the strong tide neither could make way, and as both were drifting astern, threw over their kedges directly. Off the Cape the *Guinevere* was descried about ten miles off; off the mouth of the Orme, the neck and neck racers lifted their kedges, and had to let them go again, the *Julia* dropping twenty yards astern; there they lay for an hour, the committee declining to shorten the course. At

8h. 16m., they were under way again, the Julia slipping up to windward of the Cambria, then commenced one of the most extraordinary yacht races on record, equalled only by that of the New Thames Yacht Club a fortnight previous at Harwich, when the Gloriana and Druid ran a dead heat.

Slowly the Julia drew to the fore, and as the Cambria bore up, both on the starboard gybe, with all the muslin they could cram on, set ill; but the pilot of the Cambria, Victor Boudin, imagined that the Julia would be the winner; in fact, she was so far ahead—fifty yards off the winning post—that one of the committee had commenced to write her name down as the victor; but at this moment Boudin had noticed a puff seaward, and giving the order to gybe, it was done with great alacrity; no sound was heard on either vessel, but the capfull of wind the Cambria caught, aided by the force of the main-boom going over to port, literally drove the Cambria ahead, and amidst the most profound silence the Cambria passed between the flag-boat and the Church of St. Michael on the hill, the victor by barely ten feet. The time was as follows:—

	h.	m.	s.		h.	m.	s.
Cambria	8	45	0	Julia	8	45	3

Boudin, the pilot, received beyond his pilotage fee £5, collected by the gentlemen on board the Cambria, and well he deserved it, for a better piece of seamanship was never witnessed.

The Guinevere ran on the Eclat bank, off Cape de la Heve, and was an hour-and-a-half before she was off; Aline was fourth. The French prize was won by Oudalle at 2h. 30m.

The others not in sight. The owners of the yachts and their friends dined in the evening with the Société des Regates, presided over by Mr. Winslowe.

It was the wish of Mr. Ashbury, as he presented the cup, to take the second prize and gold medal, and leave to the Julia the £130 cup, and silver gilt medal of the second prize, in order that he may have some token of the victory, as he won the similar prize last year, the Julia curious enough being second. She was then a yawl, and her alteration of rig has greatly improved her.

Havre Regatta took place on Monday August 2nd under the management of the Société des Regates du Havre, and proved a very successful affair. The principal feature of the regatta was a Sailing Match, open to yachts of all nations of 10 tons and upwards, to be measured according to the rules of the Société des Regates, for a cup, value 3,000f, pre-

sented by the Empress of the French, and a gold medal. In addition to this there was a second prize, consisting of a gold snuff-box, set with diamonds, the gift of Prince Napoleon, to go to the first French yacht. The following yachts entered:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
358	Marguerite	cutter	13	Viscount d' Hautpoul	Hatcher
	Dione		40	Cap:ain J. Anderson	
	Papillon		17	Mons. T. Lahure	
	Oudalle		31	Mons. L. Mandrot	
	Hima		13	Mons. Selmer	
356	Sirene	schooner	95	Mons. Lafond	Hatcher
	Panthere			Mons. Crandall	
	Diane			Mons. Benoit-Champny	
	Mystère			Compt de Sesmaisons	
	1758, Thought		20½	G. Wells, Esq.	
628	Gipsy	cutter	15	J. N. Palmer, Esq.	Stow
523	Fiona	cutter	62	E. Boutcher, Esq.	Fife
1482	Rose of Devon ...	cutter	99	E. Johnson, Esq.	Harvey

Time for tonnage, 15 seconds per ton. Course about 20 miles. All the above were started at 2h. 15m. A flying start was made, the vessels being ranged in two lines, and weighing anchors upon the firing of a gun. Their times were taken as they respectively passed a flag-boat. The race was a most exciting one from the start to the finish.

A very strong wind from north-west had blown all the previous night and throughout the day, and had knocked up a heavy sea in the bay. The list of casualties mentioned below tells its own tale of the weather during the race. Rose of Devon led off, followed by Dione, Thought and Fiona, and after these came the French yachts; before half of the first round was completed the Fiona, in a way that would take no denial sailed into the second place, which she maintained until half way in the second round, but then a warning and yawning crack in her mast a few feet below the eyes of the rigging gave notice to retire. Mr. Boutcher's masts are truly unfortunate on French waters; last year at Cherbourg the Fiona's tall tree went by the board, and she came home a dismantled wreck.

Amongst the French yachts the little Papillon (formerly the Laura, built by Hatcher) soon came to the fore, and gallantly accompanied her sister, the Thought, till on the second round seeming to a certainty the winner of the gold snuffbox, bad luck to French gear? her peak hal-yards gave way, and down came her mainsail. Checked, but not at once overcome, the mischief was soon repaired, and again the little vessel headed the big schooners Diane and Mystère; but alas! the hal-

yards held but for a short while, and again the mainsail fluttering to the deck told that her chance was gone. The Oudalle had in the first round burst her foresail, and met with other misfortunes, which caused her to give up, so that the Rose of Devon, Dione, Thought, Diane, and Mystère were left alone to finish the course, which they did in the order named, but not without further misadventures, for the Rose of Devon sprung the jaws of her gaff, and the Dione carried away her topmast. These casualties happened, however, too near to the finish to affect the result of the race, which was as follows. Times over the course after making allowances for difference of tonnage:—

	h. m. s.		h. m. s.		h. m. s.
Rose of Devon	2 34 18	Thought	2 50 9	Mystère	3 9 27
Dione	2 36 21	Diane	3 2 31		

The Rose of Devon thus became the winner of the Empress's Cup, and the Diane of the gold snuff-box.

Cherbourg to the Isle of Wight and back.—On August 16th this race commenced, in which were engaged yachts belonging to America, England, and France. The Emperor Napoleon gave a magnificent cup, value 2,500 francs, and the Societe des Regates de Cherbourg added a second prize of 1,000 francs with a gold medal. An extra prize was also given of 500 francs, and a silver medal for the first French yacht. The Societe des Regates de Cherbourg adopted the rules of the Royal Thames Yacht Club, and their committee came on board and measured with a tapeline, as accurately as time permitted, each of the yachts in accordance with those rules, the tonnage is therefore given according to their measurement. The following was the entry:—

Numbered as in Hunt's Universal Yacht List for 1889.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
	Dauntless	schooner	336	Commodore Bennett	Nicholson Wanhill Wanhill
658	Guinevere	schooner	297	C. Thelluson, Esq.	
1594	Shark	schooner	204	Duke of Rutland	
390	Egeria	schooner	156	J. Mulholland, Esq.	
	Mystère	schooner	118	Count de Sesmaisons	
356	Diane	schooner	98	M. G. Benoit-Champny	

This was the first occasion on which the Shark has raced this year. She was originally built by Wanhill, of Poole, but was lengthened last winter by Inman of Lympington. The Mystere was launched as the Leonora; afterwards she became the Cambria; and subsequently, when she passed into the hands of her present owner, her name was again changed to the Mystere. The Diane is a new schooner with running bowsprit, built at Havre, and launched this season.

The time allowance was fifteen seconds per ton, and the times actually to be allowed were as follows:—Dauntless 0m. 0s., Guinevere 9m. 45s., Shark 33m., Egeria 45m., Mystere 54m., Diane 59m.

It was at first intended that the yachts should be started from their anchors, but this arrangement was subsequently altered, and the far better plan of a "flying start," that is, a start under way, was adopted. The signal gun to go was fired at two o'clock, but the time each yacht started was calculated from the moment she passed the east end of the breakwater, which she might do at her pleasure within an interval of half-an-hour after the firing of the signal gun. It is worth consideration whether this is not an improvement upon our "flying starts," as it prevents any yacht obtaining an advantage from accident of position at the start, and also risk of damage in a strong breeze, such as occurred at Ryde in the start for the Vice-Commodore's Cup. The objection to it is that the taking of the times would be a little more complicated, and towards the conclusion of the race, the yachts would not know the exact times they each had to allow, which is often a matter of great interest and importance.

The Guinevere was the first out of the harbour, followed by the Egeria, Shark, Diane, Mystere, and Dauntless last, about 9 minutes after the leader. The Nab Light was to be left on the starboard hand, and they were to return by the west end of the breakwater, leaving the winning flag-boat on the port hand. It was a beautiful and bright afternoon, with a nice breeze from the northward. The tide was not quite half flood, and there was very little sea. An excursion steamer accompanied the race, and a French government steamer had gone to the Nab to take the time each yacht rounded. They were able, nearly close-hauled, to lay their course direct for the Nab, but the Dauntless, Mystere, and Diane kept more to windward than the other three. Every stitch of canvas that would draw was set—balloon topsails, staysails, and jibs, main topmast staysails, and jib topsails, and the white-winged fleet, as it sped its way across the Channel at the rate of about seven knots an hour, presented a most charming picture, and a most enjoyable scene to anyone having the smallest spark of feeling for the beauties and poetry of the deep blue sea. We have always thought the balloon sails of our racing yachts quite as large as could be prudently carried, but they are not to be compared in point of size with those of the Dauntless. Her jib-topsail, extending from the outer end of her jib-boom to the head of her fore-topmast, is an enormous sail; and those who had previously seen her spars and yards felt that, if the breeze freshened, there was every probability something would go. The Guinevere and

Egeria, which were the two leading vessels, maintained their respective positions, but the Shark soon began to drop astern. The Dauntless in a short time, passed the Mystere and Diane, though the little French vessel appeared to be sailing remarkably well. About 3h. 20m. the wind freshened, and, as had been anticipated, soon told upon the Dauntless, her fore topmast going over the side, and carrying with it the fore gaff-topsail and jib-topsail. The wreck, however, was soon cleared away, and she set a large balloon jib, and changed her main topmast staysail for a larger one, with a short yard to it: and in the course of a short time she also rigged a jury fore topmast, in place of the broken one, and set a small gaff-topsail upon it.

The Isle of Wight was made out at about 6h. 45m. broad on the weather bow, which gave the weathermost vessels an advantage, and the Guinevere and Egeria, which apparently had not made sufficient allowance for the flood tide, were obliged to luff. The position of the several yachts at this time was—Guinevere with a lead of about one mile and-a-half, Egeria second, Dauntless (broad on Egeria's weather quarter, and a little astern of her) third, Shark and Diane from two to three miles astern of the Dauntless, and Mystere a long way in the rear.

Owing to the Egeria's having to luff, she did not go as fast through the water as before, and, as the Dauntless kept away a little, these two vessels rapidly approached each other, and then occurred one of the most interesting events of the day. The Dauntless tried to pass to windward of the Egeria, being at that time close to her; but the latter immediately luffed to prevent her doing so, and it became a neck and neck race between them. The Dauntless, being now close on a wind, took in her great balloon jib, but the Egeria kept hers standing. It soon, however, became evident that the Egeria was drawing slightly ahead of her powerful rival, and also sailing closer to the wind, and in the course of half an hour she had drawn clear of her, and had the Dauntless well under her lee, dropping astern fast. The Guinevere, sailing splendidly, had considerably increased her lead during this little by-play, and was rapidly nearing the Nab Light, which, although the most leeward vessel, she rounded without a tack; but as the Egeria and Dauntless neared the Nab the wind headed them, and fell lighter, and they were able to weather it, but were both obliged to make two tacks to enable them to round, leaving it on the starboard hand.

The time each yacht rounded the light-ship was taken on board the French steamer as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Guinevere.....	10	17	0	|	Dauntless.....	11	22	0	|	Mystère	12	40	1
Egeria	11	12	0	|	Diane.....	11	57	0	|				

The Shark did not round, but, finding her chance hopeless. stood on for Cowes.

The Guinevere had obtained a commanding lead, and was further assisted by the last of the ebb tide, which carried her well down towards St. Catherine's on her way back to Cherbourg, whereas all the others met the young flood dead against them. After rounding the Nab all the vessels had the wind free a little to the east of north, and sheets were well eased off on the port side. About two o'clock the wind came from the north-east, and more aft, and the word was passed forward to set square-sails and square-topsails. The night continued fine and warm, with bright moonlight, and the sea was still smooth, but night sailing is never so enjoyable as sailing in the daytime, when you can see your adversaries and watch all the interesting events of a race. When morning broke, the Guinevere was not in sight of any of her competitors, and was no more seen by them until their arrival at Cherbourg, Dauntless and Egeria were nearly abeam of each other, the former about a mile to the eastward of the latter, with the Diane and Mystere a long way astern, but the former leading of the two. In this order they continued until the French land was sighted, about ten miles distant, the lighthouse on Cape Barfleur just visible through the haze. The Dauntless finding herself too far to the eastward, now kept more away, and followed the Egeria. The wind fell again, but, as the tide was running westward, no difficulty was experienced in making the west end of the breakwater, and the flag-boat was rounded according to the official time as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Guinevere	7	1	0	|	Dauntless	9	53	0	|	Mystère	10	52	0
Egeria	9	43	0	|	Diane	10	42	0	|				

The Guinevere won the Emperor's Cup, and the Egeria the second prize of 1000 francs and the gold medal, both beating the Dauntless without time allowance. The Diane gained the prize for French yachts; beating the Mystere without time allowance, and the Dauntless with time allowance.

Thus ended an extremely interesting race, the incidents of which, as regards the Dauntless, was certainly not what we had anticipated. Those who had seen her when dry in the dock at Cowes were impressed with the idea that, from her small draught and lean body she would run very fast, although it was not expected she would be able to go to windward with our vessels; we were, therefore, surprised that in the run back from the Nab Light she was not able to gain an inch upon the Egeria, and as these two vessels were never much more than a mile

apart, and there was a steady average 7-knot breeze, the race between them must be considered a fair test of their respective merits, and goes far to show that the American build of yacht, of which the *Dauntless* is a type, is inferior to our own in point of speed, as well as in interior accommodation, as she is not to be compared in that respect to the *Guinevere*, though the latter is of somewhat smaller tonnage. The loss of the *Dauntless's* fore topmast is to be regretted, but we do not think it materially affected the result of the race, and had the wind been stronger it is probable her loss of spars would have been heavier.

THE WRECK REGISTER AND CHART FOR 1868.

As the year rolls round, and in the midst of great storms, this sad tidings of disasters at sea, the Wreck Register, makes its appearance, and brings afresh to our recollection the scenes of desolation witnessed on too many parts of our coast last winter. And there was probably never published by the Board of Trade a more doleful though instructive record of shipwrecks in one year, than the one that has been issued within the past few days.

Yet it is satisfactory to find that no gales of remarkable duration and violence occurred during the past year such as took place in 1866 and 1867; and that the number of wrecks is accordingly less than in those years. The records of the fearful storms of last January, when some half dozen life-boat houses were demolished, are not included in this return; but we fear that the accounts of those gales, when published, will be found more sad than any that have occurred within living memory, not excepting the storms that wrecked the *Royal Charter* and the ship *London*.

It appears that the number of wrecks, casualties, and collisions from all causes on the coasts of the United Kingdom, and in the surrounding seas, reported in 1868, is 1,747. This is fortunately 343 less than the number reported in 1867 (2,090), and 113 less than the number reported in 1866 (1860.) It seems that the ships lost or damaged in the 1,747 wrecks, casualties and collisions reported in 1868 is 2,131 representing a registered tonnage of upwards of 427,000 tons. The number of ships in 1868 is less than the number in 1867 by 382. The number of ships reported is in excess of the number of disasters reported, because in cases of collisions two or more ships are involved in one casualty.

The following short statement shows the annual average of wrecks reported since 1850, divided into three periods of five and one of four

years:—1850, 660; 1851, 1,269; 1852, 1,115; 1853, 832—making a total in those four years of 3,876 wrecks and casualties, and giving an average each year of 969. In 1854, 987; 1855, 1,141; 1856, 1,153; 1857, 1,143; and 1858, 1,170. Total in five years, 5,594, or an average annually of 1,118. In 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; and 1863, 1,664. Giving a total in the five years ending 1863 of 7,441, and an average in every year of 1,488. In 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; and 1868 1,747. Total for the five years to the end of 1868 of 8,743. The average number of wrecks annually in the same period being consequently 1,748.

It will thus be seen that the number of wrecks reported during 1868, is just below the average for the last five years, but is in excess of the average of all the years previous to that period. With the exception of the numbers reported in 1867 and 1866, the largest number of wrecks ever reported in one year is unhappily given to the past year.

Undoubtedly these 1,747 shipwrecks in one year on our coasts appear a very large number. Yet it should be constantly borne in mind that our great commerce receives every year fresh development. As the Registrar-General at Somerset House accounts for the increased number of deaths in the metropolis and other large towns by the increase of the population, so we may safely account for the large number of these disasters at sea, by the great increase every year of ships frequenting our coasts and narrow seas.

The Register takes note of the most fearful gales that occur in given years. Thus what is called the Royal Charter gale of 1859, wrecked 343 ships. In three months in 1861, there were 460 wrecks; in three months in 1862, there were 540 vessels lost; and in the gales of six months of 1863, 980 ships came to grief. Again in November, 1864, there were 264 wrecks; and yet the total number of wrecks in that year was 274 below those of 1863. In 1865, the gales of January, February, March, October, November, and December, gave 766 wrecks; in the following year (1866) the gales of the corresponding months consigned 793 ships to destruction. In the West of England the gale of the 11th of January in that year will never be forgotten. In Tor Bay alone 61 vessels were wrecked on that day, accompanied by the loss, as far as could be ascertained, of 35 lives. In 1867, the heavy gales of January, March, April, October, November, and December, added 980 wrecks to the list. Thus then it is manifest that whenever any storm takes place on our coasts, we can most safely conclude that it is attended by fearful shipwrecks and loss of valuable lives. It is, however, consolatory to know, with equal certainty, that at such periods

every possible effort will be made by our noble life-boat crews and others to save life, whenever it is possible to approach the distressed sailor.

Some of us will remember that one of the most serious gales of the year 1868 occurred on the 22nd and 23rd of August, a month in which our inland population crowd at our sea sides, and in which our shores are seldom visited by heavy gales. The number of wrecks and casualties reported during that month was more than double the number recorded during the same month in any previous year. The gales of 1868 were chiefly from the following directions, viz:—January, from south-south-west and south-west; February, from the south-west and west. During the months of March, April, May, June, and July no heavy gales were experienced. The August gales were from the south-west, south-south-west, and north-west; September, east and south-west; and December, from the west, south-west, south-south-west, and south-south-east.

Of the 2,131 ships wrecked in 1868, 1,801 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, and 272 were foreign ships. Of the remaining 58 ships the country and employment are unknown. Of the British ships 1,317 were employed in the British coasting trade, and 484 were employed in the (over-sea) foreign and home trade. Of the foreign ships, 20 were employed in the British coasting trade.

Of the total number of wrecks (1,747) reported in 1868, 379 were collisions, and 1,368 were wrecks and casualties other than collisions. Of these 1,368 wrecks and casualties other than collisions, 527 were wrecks resulting in total loss, and 841 were casualties resulting in partial damage more or less serious. The whole number of wrecks and casualties other than collisions reported in 1867 was 1,676; and that number was more than the number reported in any year since 1858. But 1,368, the number of wrecks and casualties other than collisions in 1868, is less than the number of wrecks and casualties in 1867 by 308.

Of the 527—i.e., total losses from causes other than collisions—265 happened when the wind was at force 9 or upwards (a strong gale,) 71 arose from defects in the ship or her equipments (and of the 71, no less than 46 appear to have foundered from unseaworthiness),—87 appear from the reports made by the officers on the coasts to have been caused by inattention, carelessness, or neglect; and the remainder appear to have arisen from various other causes.

Thus, excluding collisions, 158 total wrecks last year are clearly and directly traceable to the carelessness and indifference of man. It is also a remarkable fact that from these very casualties the greatest loss of life takes place, inasmuch as the wreck is sometimes instantaneous,

arising from the rottenness of the ship, bad anchoring gear, and other prolific sources of mischief, rendering it hardly possible for any succour from the shore to arrive in time to save the lives of the crews.

We learn again that of the 841 casualties—i.e., partial losses from causes other than collisions—487 happened when the wind was at force 9 or upwards (strong gale), 123 arose from carelessness, 82 from defects in the ship or her equipments, and the remainder appear to have arisen from various other causes.

It is really a disgrace to us as a nation, to learn from this authentic record that the total number of ships that foundered, or were otherwise totally lost on our coasts from unseaworthiness, unsound gear, &c., in the last ten years, is 482; and the number of casualties arising from the same causes, during the same period, and resulting in partial damage was 531. We have no record of the loss of life from these wrecks, but it must have been frightful.

Again, there were 131 wrecks and casualties to smacks and fishing vessels in 1868. It is always a fatal proof of the severity of a gale when fishing smacks are lost. But excluding these 131 fishing-smacks, the number of vessels employed in the regular carrying trade that have suffered from wreck or casualty during the year was exactly 2,000. If this number be again subdivided, it will be found that about half of it is represented by the unseaworthy, overladen, or ill-found vessels of the collier class, chiefly employed in the coasting trade. For the six years ending 1868, the number is more than half.

In 1863, of the collier class, 989 vessels were lost; in 1864, 844; in 1865, 934; in 1866, 1,150; in 1867, 1,215; and in 1868, 1,014; making a total, in six years, of 6,146 vessels lost, in too many cases, from clearly preventible causes. The loss of life from these very disasters can only be counted by thousands!

It should, however, be borne in mind that the storm often proves destructive to ships of all classes and all ages. Thus, in the ten years ending in 1868, disasters to comparatively new ships bear a very high proportion to the whole number, for 176 wrecks and casualties happened to nearly new ships, and 297 to ships from three to seven years of age. Then there were wrecks and casualties to 420 ships from seven to fourteen years old, and to 653 from fifteen to thirty years old. Then followed 267 old ships, from thirty to fifty years old. Having passed the service of half a century, we come to the very old ships, viz., 35 between fifty and sixty years old; 28 from sixty to seventy, 9 from seventy to eighty, and 8 from eighty to ninety, and the ages of 238 are unknown. In former years we have had, when unattended with

loss of life, to rejoice over the destruction of ships of one hundred years old and upwards; but this year no casualties have been reported to vessels of known greater age than ninety years. The officers of Coast-guard and Customs in their wreck returns to the Board of Trade frequently call attention to the state of rottenness and of want of repair of some ships above twenty years old. Even at the age of twenty-five to thirty, it sometimes happens that a ship is so rotten as to fall to pieces immediately on touching the ground, without giving the crew the slightest chance of getting out their boats, or being saved by a life-boat.

The classification of these disasters in this Register is very clearly given, and calls for a public acknowledgment. We accordingly find that of the 2,131 vessels lost or damaged in 1868, 86 were rigged as ships, 150 were steam ships, 594 schooners, 312 brigs, 250 barques, 243 brigantines, and 197 smacks; the remainder were small vessels rigged in various ways. Of the 2,131 vessels referred to, 989 did not exceed 100 tons burden, 772 were from 100 to 300 tons, 248 were from 300 to 600 tons, and 122 only were above 600 tons burden.

From the table showing the parts of the coasts on which the wrecks and casualties happened, it will be seen that as usual the greatest number occurred on the East Coast. The numbers are as follows:—

East Coast, 828; South Coast, 202; West Coast 427.; N.W. Coast of Scotland, 64; Irish Coast, 189; Isle of Man, 22; Lundy Island, 16; and Scilly Isles, 4.

From the accompanying Wreck Chart, the wrecks thus delineated can be brought vividly before the mind's eye. The same Chart also shows us the numerous life-boats that are now happily found in these scenes of desolation and despair, bringing succour, often under the most trying and perilous circumstances, to hundreds of sailors who, in their absence, must inevitably have perished. Yet, notwithstanding all these noble and continued exertions on the part of our life-boat's crews, who in many instances are prepared to face death themselves, if a brother's life is to be saved, we record with the deepest regret that the loss of life on or near the coasts of the United Kingdom in 1868, was 824!

We appeal again to shipowners themselves to help the efforts and the noble work of the National Life-boat Institution, and, no less meritorious, that of the Board of Trade, in respect of its thoroughly efficient rocket apparatus, to reduce this death-roll by every means in their power. Riches gathered at the waste, apparently, of so much human life cannot, one would imagine, yield to the possessor any lasting benefit. Apart from the untimely end of these 824 poor creatures, let us reflect a mo-

ment on the widows and orphans and aged persons and relatives who were thus made desolate in one short year; and these would have been quadrupled had it not been for the unceasing and successful exertions of the National Life-boat Institution, the Board of Trade, shore boats, and other means, in saving last year alone the lives of thousands of shipwrecked sailors on our coasts.

Again, we observe that the number lost in 1868 is 509 less than the number lost in 1867, but is, unhappily, in excess of all other years excepting 1867, 1866, 1861, and 1859 (the Royal Charter year), when the number reached 1,647. The lives lost in 1868 were lost in 196 ships; 141 of them were laden vessels, 42 were vessels in ballast, and in 13 cases it is not known whether the vessels were laden or light. 164 of these ships were entirely lost, and 32 sustained partial damage. Of the 824 lives lost, 262 were lost in vessels that foundered, 86 lives were lost on board vessels in collision, and 409 in vessels stranded or cast ashore.

Nearly 90 lives were lost in fishing-boats alone. We trust the loss of life from fishing-boats will be diminished year by year as the qualities of the safety fishing-boats of the National Life-boat Institution become known and appreciated by our fishermen.

The remaining 67 lives lost were lost from various causes, such as by being washed overboard in heavy seas, by explosions, &c.

Whilst the greatest number of wrecks happened on the east coast of England, the greatest loss of life during the ten years ending in 1868 occurred in the Irish Sea. The number of lives lost in the Irish Sea during the ten years is more than double the number lost on any other part of the coasts.

The winds most destructive to shipping during the past year were as follows:—N., 53; N.N.E., 46; N.E., 88; E.N.E., 56; E., 61; E.S.E., 35; S.E., 64; S.S.E., 56; S., 74; S.S.W., 160; S.W., 223; W.S.W., 144; W., 120; W.N.W., 108; N.W., 116; and N.N.W., 55. Showing that westerly gales are far more destructive than easterly gales; the most destructive being from south-west.

The following table distinguishes the wrecks in 1868 according to the force of the wind at the time at which they happened; thus 661 happened when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and topgallant sails; 154 happened with the the wind at force 7 and 8, or a moderate to fresh gale, when a ship, if properly manned and navigated, can keep the sea with safety; and 835 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane.

FORCE OF WIND.										VESSELS.
Calm	...	...	...	...	...	...	...	...	...	17
Light air.	Just sufficient to give steerage way	...	...	...	...	...	...	...	...	21
Light breeze	} With which a ship with all sail set and clean full, would go in smooth water.	1 to 2 knots.								75
Gentle breeze		3 to 4 knots.								33
Moderate breeze		5 to 6 knots.								142
Fresh breeze	} In which she could just carry in chase full and by	Royals, &c.								177
Strong breeze		Single reefs and T. G. sails								196
Moderate gale		Double reefs and jib, &c.								75
Fresh gale		Triple reefs, &c.								79
Strong gale	} Whole gale, in which she could just bear close-reefed main-topsail and reefed foresail	Close reefs and courses.								534
Storm.		Under storm staysail								195
Hurricane.	Bare poles	...	...	...	...	...	...	...	...	53
Variable	...	...	...	...	...	...	...	...	...	...
Unknown	...	...	...	...	...	...	...	...	...	97
Total . .										1,747

It appears that there are at present 210 life-boats on the coasts of the United Kingdom belonging to the Royal National Life-boat Institution, and 40 to local boards. The rocket and mortar apparatus stations now number 279, and are under the management of the Coast-guard and the Board of Trade.

During the year 1868, and the first nine months of 1869, 959 lives (besides 35 vessels) were saved by the life-boats of the National Institution alone, and 558 by shore-boats and other means, for which it granted rewards. A sum of £4,036 was expended by the Institution in the same period in rewards for saving life; and £33,000 on its various establishments round the coasts of the British Isles.

In the presence of facts like these the Life-boat Institution need have no misgiving in respect to pecuniary support whilst it pursues vigorously and successfully the great and national objects for the promotion of which it was established.

It is peculiarly encouraging to find that in proportion as the sphere of the operations of the Institution has increased, its Committee of Management and Officers become deeply sensible of their great and responsible duties, and of the high trust which the British public has reposed in them. Its local branches, and the sailors who are ever ready to man the life-boats, fully participate in this feeling of responsibility, and so long as this mutual feeling is maintained and fostered, the cause of suffering humanity cannot fail to gain by the well-directed efforts the Life-boat Institution.

THE LOG OF THE SAFETY YACHT.

[Mr. Melling has favoured us with a copy of the log of the Water Spirit; the vessel we noticed in our July number, and she appears to realize his anticipations of her stability and easy management.]

JUNE 8th.—Started from Dennah Pier, River Dee, at 11h. a.m., high water, fresh breeze, N.N.W., set sail, mainsail reefed first time, Mr. Grindrod, R.D.Y.C., fitting out his yacht Deva, came on board as we left. Tacked over to the Welsh coast and sailed over shallow banks in eighteen inches of water! tacking from the N.E. to N.W., main and aft centre boards down about eighteen inches, as the water admitted of; after a short cruise to windward the yacht was put about to run back against the strong ebb tide in Dennah Gutter (running about five knots an hour). The yacht run against it some four knots an hour. The water passing between the pontoon, as seen through the grating aft, and had a very remarkable appearance, came to anchor off Old Quay at 1h. p.m.

Remarks:—No other yacht of the size of 15 tons, but on this principle could have taken this cruise over the banks and in shoal water and running against a strong ebb tide, with only a fresh breeze, (speed about eight knots.)

June 15th.—Rode out a gale from N.W., at anchor on the lee shore; much sea and surf across the banks about five feet water, sixteen feet tides. It was her first taste of the salt water. Her stability manifested itself by riding steady, no rolling motion, but kept head to sea. Her pitching was easy and pleasing to behold, light and buoyant in her motions; took no water on her deck.

Remarks:—The River Dee is a wild place, the N.W., gale coming uninterrupted from the point of Air about twelve miles distant and six miles across, produces much sea at high water.

June 22nd.—Weighed anchors off Old Quay, River Dee, at 10h. 45m., a.m., one hour ebb tide, wind N.W., blowing fresh, reefed main-sail, bonnet off foresail, small jib. Stood over to the Welsh Coast, Flint Castle, (time honored fortress.) bearing west, distant two-miles-and-a-half, made a tack or two, punt snapped her painter, and went adrift; had to bear away, succeeded in hooking her with the boat hook, water shoal on each side, beat down again; several short tacks in the narrows. A boat making towards us; lay to, to receive Commodore Grindrod, R.D.Y.C., (came to join us, as agreed upon;) got him on board, and tacked down again to get into the deep at the Black Buoy

(Trinity.) Difficult navigation, water shoaling, and crossed a bar, (two feet water,) spits and banks both sides; centre-boards, (main and aft,) down about two feet; stirred up the sand, which was seen in her wake. Difficult to work the yacht in the shallows; got into Flint Deep at last, twelve feet of water; over fall and tide way, strong and contrary, difficult to work in; lowered after centre-board, which made her more steady, not griping so much. Stood to the N.N.E., down Flint Deep. Yacht worked better in deep water. Crossed the spit end of a bank, half ebb, (two feet), into Heswell Deep, on the Cheshire side. Came to, and dropped anchor at 12h. 30m., p.m.; land close aboard, Heswell Point. Remained several hours for flood tide; got the galley underway and had dinner; after smoked in cabin (on deck,) viewing the pleasing scenery around. Drank success to the "Safety Yacht." Sun came out in the afternoon; amused ourselves with the camera obscura, boats sailing about, scenery, and the whole panorama brought into the cabin by reflection. Took a *siesta*, waiting for tide. Tea and comfort at 6h. p.m. At 8h. two-thirds flood; set sail, took out reefs, and ran up with great velocity to Parkgate, (three miles) in 13 minutes; wind N.N.W., very fresh. Came to, waiting for water to run up to Old Quay, run her up, (two miles) under foresail only, over banks, two to three feet water, and came to moorings off Old Quay. Put yacht to rights and made all snug, and landed in punt at 10h. p.m., moonlight.

Remarks :—The yacht strong and stable, tending to gripe at times. Intend to trim more by the stern.

YACHTING IN AMERICA.

Atlantic Yacht Club, New York.—Wednesday, September 29th, 1869, fair weather, good sailing, and an interesting race were the prominent features which to day characterized the annual Pennant Regatta of the Atlantic Yacht Club. The friendly rivalry existing between many of the members respecting the merits of their respective craft tended in no small degree to raise the brightest expectations of a stirring contest, more particularly as the pennant regatta was the last yachting event of the season to be held under the auspices of the club. The surrounding circumstances to day furnished a good opportunity to test the capacities of the pleasure fleet, and the affair was therefore a complete success, not the slightest mishap having occurred to mar the pleasure of the event or in any way interfere with the seagoing qualities of the competitors.

The victories of the famous sloop yacht *Gracie* are so well known that

they require no enumeration. During the many contests in which she has been engaged during the past three or four months (in which she always distinguished herself) she was defeated but twice. One of these occasions was yesterday, when the fine sloop Madeline carried the honors of the day, after one of the best races ever given by the club. Her victory may not only be attributed to the splendid weatherly qualities which she displayed during to her a stiff and welcome breeze, but for the able and judicious handling by which her movements were marked. The contest between the other yachts was much less exciting. No less than four classes of contestants were announced to compete, viz:—schooners, first, second, third and fourth class yachts. By the regulations of the club the champion pennants are to be sailed for annually and held by the winners for the term of one year, when they can again compete for them. The schooner pennant was strenuously contended for last year by the Lois and Mystic, when, after two races, the honors were awarded to the former. It was expected yesterday that the contest between those yachts might have proved an interesting affair; but the Lois did not appear and the Mystic sailed over the course alone, and was deservedly rewarded with the pennant of her class. The Gracie won the pennant for first class sloops last year, the Clytie the second, the White-cap the third, and the open boat, Lavine, the fourth. The Clytie and Davine, however, having since been sold to non-members, the pennants won by those yachts reverted to the club. The Sadie gallantly carried off the pennant for the second class sloops, the Annie the third and the Apollo, having no competitor, was awarded the fourth. The following were the entries:—*First Class*.—Mystic, schooner, 120 tons, J. T. Sparkman, Esq.; Madeline, sloop, 90 tons, J. Voorhis, junr., Esq.; Gracie, sloop, 75 tons, Commodore W. Voorhis; Coming, sloop, 53 tons, W. B. Nichol, Esq. *Second Class*.—Sadie, sloop, 50ft. 8in., J. B. Herreshoff, Esq.; Orion, sloop, 46ft. 6in., J. B. Maxwell, Esq.; Daphne, sloop, 43ft. 4in., T. F. Boynton, Esq. *Third Class*, Anna, sloop, 41ft., W. B. Cummings, Esq.; White Cap, sloop, 37ft., L. Livingston, Esq.; Storm King, sloop, 36ft. 6in., Peter Voorhis, Esq.; Constance, sloop, 36ft., J. L. Griffiths, Esq.; Richard Kelly, sloop, 40ft. S. M. Simpson, Esq.; Apollo, open boat, T. Fry, Esq.

The course was—For schooners and first class sloops, from a stake-boat off Hunt's dock around Southwest Spit to and around the light-ship, passing it from west to east, and return; second and third class sloops, from a stake-boat off Hunt's Dock around South-west Spit, to and around the Gedney Channel buoy and return, while the course for open boats was from the same stakeboat around South-west Spit and back. A fine

breeze blew steadily from the south-west the entire morning, and appearances prognosticated a splendid race. There was no allowance of time. The competitors got into line about ten o'clock, and fifteen minutes after a signal from the committee boat warned them to prepare. Precisely at twenty minutes past ten the second whistle signalled the yachts to depart, the third class and open boat Apollo being sent off a few minutes after. It was a strong flood tide, and the yachts first under way, including the Gracie, Madeline, and Coming, immediately pointed towards the Staten Island shore, the same course being pursued by the Mystic and the smaller sloops, while the Sadie and Constance followed different tactics and endeavored to make towards the Narrows without first going to eastward. The Sadie effected an excellent start and was soon ahead of her competitors. The other yachts sailed forth in a cluster. After a good stretch the Gracie went about, while the Madeline, evidently wanting to catch an easy tide, kept on her course. The Sadie pointed beautifully and stood up well. Following in close proximity to the Gracie the Coming made good way, but not many minutes had elapsed when the Madeline went about and was soon seen to overhaul her opponents, who were now nearing the fort. Not far behind came the Daphne, Orion, Whitecap, Storm King, Anna and Apollo, in which order they continued to progress until outside the Narrows. Coming up to the hospital at Quarantine the Madeline began to overhaul those in advance of her and was quickly in advance of the Gracie, though both were almost beam and beam to the South-west Spit. The Sadie had now a good lead, the Madeline, Gracie, Coming, Constance, Orion and Daphne following in her wake. The smaller sloops did not appear to make much progress. The breeze freshened, and though some of the foremost yachts lay over very much, the majority stood up remarkably well. After a very interesting chase the competitors rounded the South-west Spit as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Sadie	11	55	43	Coming	11	58	55	Mystic	12	13	50
Madeline	11	56	25	Orion	12	5	47	Anna	12	15	30
Gracie	11	57	34	Daphne	12	12	27				

The time of the others was not taken. Immediately on rounding flying jibs were hoisted with rapidity, the Madeline setting a balloon jib of extraordinary size for a vessel of her dimensions. It filled, however, and, with a free wind the contestants moved along beautifully. The Madeline, whose performance, by the way, excited much admiration began to close upon the Sadie, and finally passed her when coming to the point of Sandy Hook. The Gracie was not far behind, while the

Coming held her own. The Orion caught the breeze by keeping a little closer to the shore. The Hook passed, the Sadie, Orion and Daphne struck out for the Gedney Channel buoy and those became separated from the other foremost sloops, whose course was directed to the light-ship. At this stage the appearance of the winged fleet was pretty in the extreme. Up to this time it was impossible to distinguish the positions of the smaller craft. Meanwhile the splendid breeze which had hitherto been so propitious, causing many a luff, began to fail as the hot rays of the midday sun began to dance upon the waters. The Gracie was in her element and quickly narrowed the gap between herself and the Madeline, while the Coming likewise fell somewhat back. In this order the three competitors made for the light-ship, the only other vessel having to round it being the Mystic, which also felt the depressing influences of the approaching calm. The Gedney Channel buoy being the turning point for the second and third class sloops it was rounded as follows:—

	h. m. s.		h. m. s.		h. m. s.
Sadie.....	12 54 40	Daphne	1 17 16	Storm King ...	1 45 25
Orion.....	1 9 29	White Cap	1 21 30	Constance	1 46 0

After rounding the Sadie took a decided lead, which she maintained to the end, while the others mentioned also acquitted themselves very well. The first class sloops continued on their course to the light-ship without varying their positions, with the exception of the increasing gain by the Gracie, and passed in the following order:—

	h. m. s.		h. m. s.		h. m. s.
Gracie.....	1 38 55	Madeline.....	1 44 9	Coming	1 48 50

For a considerable part of the way homeward the race was devoid of interest. It was evident to all that the pennant was in the hands of the Gracie. Nothing occurred to excite any speculation until surprise and admiration were awakened by the judicious manœuvres of the Madeline. Having passed the lightship with a good lead, the Gracie stood out, tacking eastward, and was unwisely followed by the Coming, as the result clearly demonstrated, for the Madeline having made a short tack westward not only caught all the ebb but was favored with a good breeze which told to good advantage, for when near Sandy Hook she was fully two miles ahead. The effect produced on those who had witnessed the performance was very great and elicited the highest encomiums. The Gracie was now far out and the convoy further still. It was evident that the race, so far as any hopes of a contest went, was at an end, and that in favor of the Madeline. After beating about the South-west Spit was rounded as follows:—

	h. m. s.		h. m. s.		h. m. s.
Sadie	3 12 15	Anna	3 3 40	Madeline.....	3 43 35
Orion ..	2 41 50	Storm King ...	3 34 45	Gracie.....	3 50 33
Daphne	2 59 30	White Cap	3 41 4		

The other yachts being almost out of sight, their time was not taken. Nothing of interest worth chronicling. The Madeline vigorously maintained her lead and finally won the pennant of the first class sloop, having defeated a yacht that was justly recognized as one of the swiftest of her kind in this country. The race extended over fifty miles. The Sadie, as will be seen, easily won the second class pennant and the Anna that belonged to the third class, though it was claimed that she properly belonged to the second class. Although they had no competitors, pennants will justly be awarded to the Mystic and Apollo. The wind was variable when homeward bound, but sufficiently strong to waft the yachts to the winning stakeboat in good style. It was passed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Sadie	3 50 0	Anna	5 10 0	Storm King ...	5 50 33
Orion	4 22 0	Madeline.....	5 35 45	Gracie.....	5 56 0
Daphne	5 28 0	White Cap	5 40 50		

Altogether the race excited a great deal of interest.

Alice and Eva.—On Tuesday, September 28th, the much talked of race for a purse of \$2,000, from Sands' Point to Stratford lightship and back, between the yachts Alice and Eva took place, and resulted in a victory for the latter. The race was probably the most exciting one that has taken place in this vicinity. It will be remembered that the owner of the Alice challenged Mr. Sands, the owner of the Eva, to sail the race, and that the latter accepted the challenge. Commodore Kidd was well aware at the time that the two were almost of equal size, but in order to equalize the canvas he deemed it more prudent to have both yachts sail under lower canvas, set below mast heads—viz., mainsail, foresail, jib and flying jib. Mr. Sands expressed his readiness to enter into friendly hostilities, but seemed somewhat unwilling to sail the Eva on even canvas, and he determined to bend her lug jib and lug foresail, which would give her, at least, twenty-five per cent. more canvas than the Alice. The latter has been chiefly used by her owner as a pleasure craft, never having been thoroughly rigged or sparred for racing purposes; in fact she has never been entered in any of the races given under the auspices of the New York Yacht Club. In the contests, however, in which she has been engaged, in connection with union regattas and those of the Brooklyn Yacht Club, she has invariably carried

off the honors of the day. The Eva was formerly a sloop yacht, but was some time since judiciously altered to a schooner.

On Monday the two yachts anchored off City Island, and in the evening sailed up to Sand's Point and anchored to the south-west of the buoy. The night was passed by both crews in getting things in ship-shape for the contest. Tuesday opened with fine, clear weather, with the wind to the north-west, and everything gave promise of a good race. The Eva won the choice for position, and about twenty minutes past seven o'clock the two yachts lay to, with all their sails up, save the jibs, to await the signal.

At twenty-eight minutes past seven o'clock, a.m., exactly the signal was given. The Alice made a splendid start, and succeeded in swinging about with jibs up, and dashing on her course fully three minutes before the Eva was able to get about. The latter, however, as soon as she did get into position, was not long in giving chase to the Alice, and five minutes after the signal had been given the two yachts were dashing through the water at a magnificent speed. It was certainly not a favourable circumstance for the Eva to have allowed the Alice to get so much the better of her at the outset, and her captain showed by the exertions he made to recover the lost ground that he appreciated this fact to its full extent. But the Alice was not to be easily caught. She had gone in to win, and was determined not to lose any of the vantage ground she had gained as her adversary was to shorten the distance between them, and so, before the first two miles had been run, she had widened the gap fully a quarter of a mile. Up to the fifth mile the race was a determined one, but the Eva was gradually left further and further behind until a full mile separated the adversaries one from the other. The wind all the time continued to blow from the north-west, and there were occasional gusts, which drove the yachts on their course in splendid style. The Alice still led, and without the Eva's being able to gain on her in the least, up to within fifteen miles of the light-ship. The wind at this time blew in fitful gusts, and when within five miles of the stake-boat the Eva got the full benefit of a magnificent "blow" and began gradually to creep up to her adversary. No gust came along to do equal justice to the Alice at the same time, and in a few minutes the Eva had closed the gap between her and her opponent considerably, so much so as to get within easy speaking distance.

Both yachts were then headed directly for the light-ship, and the struggle for the lead was continued for over a mile without the distance between the boats being in anywise lessened, with the exception of once, when the Alice, in a gust, managed to leave the Eva at her old dis-

tance, but the latter in a favourable breeze succeeded in cutting down very much just as they had got within hailing distance of the light-ship. The Alice, however, reached and rounded the stake-boat first, thirty-two seconds ahead of her antagonist both being greeted by the ringing of the bells on the light-ship as they passed. Although up to this time the race had been a spirited one and the struggle for the honor of rounding the stake-boat first, one that had taxed the sailing qualities of each vessel to the utmost, it may be said that the real interest in the contest began from the time the Eva swung round the stake-boat in close proximity to the Alice. The wind was west-north-west, and the sea pretty rough, but the Alice scudded through the water as though propelled by some invisible steam engine, and every bound she made over the waves increased the distance between her and her rival. The wind shifted several times, but she was handled splendidly by her captain, who took good care to let her get the benefit of every little whiff that was passing by. Both yachts were set to windward, after the light-ship had been left four or five miles to the stern, and at half-past two o'clock the light-house at Eaton's Neck was passed, the Alice being fully three-quarters of a mile dead to windward of the Eva.

The two yachts, of course, had to tack on account of the direction of the wind, and on every tack the Alice took toward the north shore she seemed to widen the gap between her and the Eva. The wind shifted very often at this point of the race, and both yachts had their share of "calms" before Matinicook Point was reached. In the struggle for the lead to clear this point—which was, after all no struggle at all, as the Eva was quite three miles behind the Alice when the latter took a tack northward when off Stamford—the Eva, in seeking for a good breeze too close to land, got becalmed so much so that she lay helpless and scarcely moved an inch for two or three minutes. The Alice also struck a "quiet spot" in the waves about the same time, and was left to whistle for the wind for some time before she was able to go ahead at anything like a good rate of speed. When the breeze did spring up again finally, and both yachts got the benefit of it, the Eva was so far behind that her flag could scarcely be determined through the glass. The minute she got the chance to get out of her close quarters with the north shore, however, she seemed determined to give it the go by altogether, and, favoured by a magnificent gust took a long tack toward the Long Island shore, while the Alice continued on her course in a tack toward the shore which the Eva had evidently got so disgusted with.

The interest of the contest now lay in the reaching of Sands' Point, which lay about five miles away, and it seemed that nothing short of an

accident could prevent the Alice from winning the victory by at least fifteen minutes. And there was good reason for this expectation, not only because she had kept such a splendid lead of her adversary from the start in every wind, and in fact had increased the distance between her and the Eva whenever the two sailed on the same tack and in the same breeze. But all these disadvantages were destined to go for nothing, and all on account of a mistake, which, once committed, was beyond all remedy.

The Eva, from the moment she had tacked to the Long Island shore, hugged it carefully, and the Alice away to the windward of her, took a last tack to the opposite shore. The tack was a long one, probably a mile, and had the wind held out even though by reason of her having made it her adversary would have gained a temporary advantage, it would have resulted in no harm. But the wind did not hold out, and left her almost as soon as she went about to head for the buoy. This was her death blow, for the Eva at the same moment got a magnificent "blow," which drove her through the water at a slashing rate, so that she was soon on even terms with the Alice, although apparently having to make another tack toward the north shore in order to clear Sands' Point. As fate would have it, however, the wind blew stiffly in her favor, and she managed, without tacking, to clear the point safely and reach the buoy at seven minutes past five o'clock, just two minutes ahead of the Alice, which had beaten her at every point during the day up to the last five miles, when the latter took the tack which lost her the whole day's victory,

Race between Addie Taylor and Nellie B.—On Wednesday, the 29th of September, after considerable delay and several postponements this match took place for 200 dollars aside. The course sailed was from the dock at the club-house to Oyster Island stake and a flag-boat off Constable's Hook, thence around the stakeboat of the house; total distance, twenty-one miles. The start took place at twenty minutes past two, the Addie Taylor getting the lead, which she held throughout the race, rounding the stakeboat the first time in 4m. 7s., ahead and finally coming in an easy winner. Time: Addie 4h. 35m. 39s.; Nellie B. 4h. 39m. 45s.

CANADIAN YACHT CLUB REGATTA.

A SPIRITED regatta took place on Lake Ontario, Canada, on August 14th, under the patronage of the worthy commodore and members of the club. The course was from the flag-ship, moored at the mouth of the Niagara river, N.W., to a buoy four miles-and-a-half distant, thence round another buoy, south-west ten miles, and round the flag-ship. Prizes, a silver cup, value fifty dollars for first-class yachts; a smaller cup value thirty dollars for second class yachts.

The race was open to all the world and the following yachts were entered:—

Names of Yachts.	Rig.	Tons.	Owners.	Builders
FIRST CLASS.				
Geraldine	schooner	28	Commodore Hodder	Tutt, Cobourg
Ripple.....	schooner	35	E. Blake, Esq., M.P.	
Glance	cutter	10	B. Clarkson, Esq.	Burrows, Rowen Stally, Hamilton
Kestrel	schooner	17	J. H. Hagarty, Esq.	
Restless	sloop	15	Webster, Brs., Esqrs.	
SECOND CLASS.				
Wideawake	c.b. sloop	7	B. Clarkson, Esq.	Stally, Hamilton
Stella	c.b. sloop	7	L. H. Moffatt, Esq.	
Ennis	c.b. sloop	7	American Consul, Buffalo	

The Geraldine whilst dropping down stream to her moorings ran foul of a "grease pot," for decency's sake called a steamer, which damaged her to such an extent as to preclude her from starting. The Glance which on entering the Niagara late at night, in the darkness ran into a wharf and carried away her bowsprit, while the Wideawake owing to the heavy sea on the Lake did not venture on the trip to Niagara. The race was thus left to the Ripple, Kestrel, and Restless in the first class, and the Stella and Ennis in the second. The yachts started amidst a heavy gale and tumbling sea from the south-east, the "centre-boards" having double reefs in their mainsails. The restless led the small fleet at the start, which she maintained till after rounding the second buoy, when the powerful Ripple came sweeping past the flag-ship in fine style beating the "skim-dish" by four minutes, on reckoning the time allowance however the Restless won the match by five minutes. All the yachts were timed, in twenty minutes after the first vessel, the Ennis taking the prize in the second class.

Some rowing races concluded a fine day's sport, and the old town of Niagara, the once flourishing capital of Western Canada, which will long be remembered in the minds of some of the British soldiers, seemed

quite to revive with the animation instilled into it by this regatta. A "bof" at the Royal Hotel in the evening formed the *finale* of what was in every sense of the word a great success.

A similar regatta with more prizes and of greater value, was to come off at Kingstown, Ontario, on the 19th of August, so that altogether, including the races of the R.C.Y.C., quite an impetus has of late years been given to yachting in the Colonies in the Western Hemisphere.

DART YACHT CLUB REGATTA.

FRIDAY, AUGUST 6TH.—The spirited style in which this infant club has come forward in offering prizes worthy of competition, brought several yachts of celebrity to the rendezvous, and many others would have been to the fore but stress of weather prevented their leaving Plymouth, so that only one match came off, which was for a prize of the value of £50, by the following yachts; half-a-minute per ton; flying start:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Time of start. h. m. s.
1059	Mosquito	cutter	60	T. Houldsworth, Esq.	11 36 15
1065	Muriel	cutter	40	H. Bridson, Esq.	11 36 27
634	Glance	cutter	33	J. R. Rushton, Esq.	11 36 45
543	Flying Cloud.....	schooner	75	Count E. Batthyany	11 37 30
1457	Ring Dove	cutter	29	G. T. Seymour, Esq.	11 38 20

Volante and Vanguard entered but did not start.

The course extended from the range just at the entrance to Dartmouth Harbour, westward to a boat about a mile-and-a-half from Start Point, thence to boat off the Eastern Blackstone, three times round. A spanking gaff-topsail breeze from the south-west prevailed, and the yachts worked the shore down to windward, the Glance showing the best seamanship. The Mosquito obtained a slight lead, and about a mile after starting she very cleverly took the wind out of the Muriel's sails. The Muriel and the Glance kept pretty well together, the latter being to windward; but, on arriving off Slapton, the Muriel drew ahead, and weathered the Glance. The Mosquito was the first to round the mark boat; and the Muriel gained three minutes on her in running from the western to the eastern mark-boats. The schooner occupied the fourth place, and went through the water well, but did not go to windward so fast as the cutters, although in running before the wind she slightly overhauled them. The yachts were timed in the first round as follows:

Mosquito 1h. 44m. 50s., Muriel 1h. 51m. 27s., Glance 1h. 57m. 3s., Flying Cloud 2h. 1m. 50s. The Ring Dove was a long way astern and was not timed, but she did not give up until the third round. The Mosquito still led through the second round, with the others in the same position as before. They were timed in the second round as follows:—
 Mosquito 3h. 52m. 0s., Muriel 4h. 3m. 0s., Glance 4h. 15m. 50s. The Flying Cloud gave up. After turning the eastern mark-boat in this round, the Mosquito made a long tack in towards the shore, while the Muriel simply tacked to the mark-boat at the range, and then reached off, thus carrying the full strength of the ebb tide. There was nothing particularly noteworthy in the last round, the same order being maintained throughout, finishing as follows:—

	h. m. s.		h. m. s.		h. m. s.
Mosquito.....	5 59 49	Muriel	6 13 28	Glance.....	6 36 58

The Mosquito having to allow ten minutes for difference in tonnage, and twelve seconds for prior start, thus won by 3m. 27s. The owner of the Muriel protested against the Mosquito taking the prize; but the committee decided there were no grounds of objection.

We hope this club will be more fortunate another season as several prizes awaited the arrival of other yachts.

ROYAL VICTORIA YACHT CLUB.

THE closing match of this club took place on Thursday, September 9th, with a very good entry for the time of year, when many yachts were preparing to go Foreign.

A handicap sweepstakes of £5 each, twice round the New Victoria Course, viz., from off the Royal Victoria Club House to the westward, round the Calshot light-ship, hence round the Nab light-ship, and on returning to pass between a flag-boat in Ryde Roads and the Club-house; the following entered:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Built by.
1293	Pantomime	schooner	145	Colonel Markham	Ratsey
718	Hirondelle	cutter	68	Lord H. G. Lennox	Wanhill
1867	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
724	Hyacinth	yawl	85	Marquis of Exeter	Wanhill
1390	Psyche	cutter	45	A. Congreve, Esq.	Ratsey

Time allowance as follows:—Pantomime gives Volante 23m., Hyacinth 28m., Psyche 30m. A lovely autumn morning, with soft south-west

breeze, of whole-sail strength, saw four out of the five entries at their appointed rendezvous, Ilirondelle being the absentee. A flying start was the *modus operandi* of commencing the race, and all with balloon topsail and other large reaching sails "let draw" at 10h. 30m., and proceeded west. Laying along a N.N.W. course, they carried the breeze on their port quarters, Volante off Browdown leading, then Psyche, Hyacinth, and Pantomime, rather slow at commencing, flogging in. Rattling merrily along, a clean full and bye, Pantomime at the East Bramble had assumed the premiership, the other positions remaining unchanged, as the following time of rounding the Calshot light-ship will show:—

	h.	m.	s.		h.	m.	s.
Pantomime.....	10	47	0	Psyche	10	50	0
Volante	10	48	30	Hyacinth	10	51	40

On rounding this mark they freed the wind from out the west channel, and accordingly carried balloon jibs out past Ryde; at the pier Pantomime, Volante, and Psyche, having kept their relative positions with remarkable accuracy, but the Vice-Commodore's yawl—in spite of a nondescript sail set from her mizen—was dropping astern foot by foot over every fathom of water sailed from Ryde to the eastward. On passing the Noman fort, "bee-line" was taken for the Nab light-ship—their S.E. limit. The wind off Sea View being found more out southerly, a pull was taken at the sheets, but with a tide under their lee bows they each had the light-ship well open for rounding, and which latter feat was accomplished by each at:—

	h.	m.	s.		h.	m.	s.
Pantomime	12	48	0	Psyche	1	10	30
Volante	1	0	0	Hyacinth.....	1	19	45

A great gap from Ryde to this mark it will be seen had been established between each, and Pantomime looked now likely to concede the somewhat formidable time allowance, should the wind continue in the same direction. The inconstant element from S.W. had veered southerly, and soon had a spice of east; it, however, continued steady in force, and with balloon jib on Pantomime, and jib-topsails in addition with the cutters and yawl, they rattled past Ryde with a fair tide, and completed the first round thus:—

	h.	m.	s.		h.	m.	s.
Pantomime.....	1	44	40	Psyche.....	2	10	0
Volante	1	52	30	Hyacinth.....	2	13	0

On passing the pier Volante ran down jib-topsail, and now bearing away a couple of points for Calshot, they brought the wind more aft, and accordingly running canvas again came into request. Pantomime

continued to increase her lead of *Volante*, but with a wind veering easterly, the *Nab* would be on the return dead to windward, and over a lee tide the cutter's turn would come. With sheets right off, the *Calshot Light* was a second time reached and rounded thus:—

	h. m. s.		h. m. s.
Pantomime	2 21 30	Psyche	2 56 30
Volante	2 36 30	Hyacinth	2 56 30

Hardening in sheets they now put heads again S.E., and with a light S.S.E. breeze and strong lee tide for the next hour, made but slow progress. Sticking closely to the mainland, they worked down the slack of the water, *Pantomime* holding well the lead, but of course on the cutter's best point being rapidly closed upon. *Pantomime* and *Volante* tacked simultaneously off the mainland, the former off Browndown Fort, and the latter off Stokes Bay railway pier; both then headed across the tide for Ryde, and again tacked together for a long reach out to the *Noman*, the schooner going about in the roads in the best water, and *Volante* in the mid-channel, *Psyche* holding her reach right away on the starboard tack, past the *Kicker*, and away for the Spit Fort. Outside the *Warner* the wind fell lighter, and *Volante* had come up in the throat to windward, unpleasantly close to Colonel Markham's schooner, the following being the time of rounding the *Nab*:—

	h. m. s.		h. m. s.
Pantomime	5 21 0	Psyche	5 39 0
Volante	5 25 5	Hyacinth	5 49 30

Pantomime and *Hyacinth* got squaresail yards across, and running down staysails, set squaresails and square-topsails, the cutters setting spinnakers; but with a flying ebb tide against them the progress home to finish the race was provokingly slow; battling with this difficulty, and a failing wind, the *Noman* was at last reached, and here the tide had somewhat slackened, and at Sandhead was quite dead water. *Volante* coming up threatened *Pantomime* on both weather and lee-quarter, but the pair getting a nice rally of wind off the flats, came along the edge of the sands for home, the schooner placing an unmistakeable stretch of water between herself and the one sticker. With daylight waning, and a young crescent moon peeping out from a bank of black ominous looking clouds, they passed the *Sturbridge*, and at dusk threading through the riding lights they accomplished the end of their course thus:—

	h. m. s.		h. m. s.
Pantomime	7 5 17	Psyche	7 21
Volante	7 7 10	Hyacinth	7 22

Volante thus winning the £25 sweepstakes with plenty of time spare. The rowing and sailing matches were only of local interest, wi

the exception of an open four oar, for which eight boats started, the first and second prizes being won in fine style by the Southampton boats Ariel and Gorilla.

TORBAY ROYAL REGATTA.

THIS regatta took place on Friday, August 27th. There were two prizes to be contended for: one a purse of £80 for yachts of any rig over 60 tons, half Ackers' scale; and a purse of £50 for yachts of any rig under 60 tons; the same time allowance. For the first prize only two yachts entered, the Hironnelle Lord H. Lennox, and Fiona. Mr. Boutcher. The rule, as stated in the programme, was that four should start, or the prize would not be given, and the result was that these two fine yachts had to lay idly at their anchors. This must have been a great disappointment to their owners, who had sailed so many miles in the hopes of a trial of speed. It is not the way to promote large entries at future regattas in Torbay if this rule as to the number of starters is to be adhered to, and no attempt made to change the programme so as to enable yachts that have entered to take part in the regatta. For the second prize a capital entry was obtained of yachts.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
230	Christabel	cutter	52	Earl Annesley	Aldous
1823	Vanguard	cutter	60	Colonel Verschoyle	Ratsey
1867	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
1065	Muriel	cutter	40	H. Bridson Esq.	Hatcher
437	Enid	cutter	57	S. Putland, Esq.	Wanhill
1390	Psyche	cutter	45	A. Congreve, Esq.	Ratsey

The day was fine, with a light breeze from S.S.E., with a very nasty swell in the bay from the strong wind of the previous night. This made the new harbour a very desirable shelter, to judge from the number of yachts moored stem and stern in it, and that leaving it when once in was a matter of great difficulty. However, they presented a very picturesque sight from the bay, with the great Guinevere towering in their midst. The yachts started from moorings abreast the harbour; No. 1 nearest the shore: thence to a mark-boat off Goodrington Sands, then to another boat between Berry Head and Brixham; thence to a mark-boat moored two miles to the east of Berry Head, returning to Torquay, and passing between the committee boat and the shore, thirteen

miles in all, three times round, and all marks to be left on the port hand. The yachts lay with topsails and headsails down, and on the gun being fired a very even start was effected. It was off the wind to the first mark, and Volante soon drew out clear of the fleet, having Muriel under her lee, though it was a question for a moment if Hatcher's little flyer would not be too quick for her. Christabel and Vanguard reached out in company the weathermost vessels of the fleet, and apparently overhauling the others. Vanguard tried the weather of the Christabel, and a pretty little luffing match ensued, which ended in favour of Christabel. This delayed them a little, and the first mark-boat was rounded in the following order:—

	h. m. m.		h. m. s.		h. m. s.
Volante	12 28 5	Christabel.....	12 30 35	Psyche	12 50 43
Muriel.....	12 29 55	Vanguard	12 30 40	Enid	12 33 0

They could not fetch the next mark, and all stayed immediately they rounded, except the Muriel, who kept her reach into Brixham Bay, but did not improve her position by it, as the wind was lighter under the high cliffs. All had now to meet the head sea without much wind, dipping the end of their bowsprits into it. Volante seemed to like it best, and increased her lead. Christabel, also, though pitching heavily, did not seem to stop at the sea. After rounding the second mark, Volante tacked to the eastward, but Christabel kept her reach, and on meeting in their beat to the outer mark-boat, Volante, on the wrong tack, had to give way, and Christabel became the leading vessel. Shortly after this Vanguard and Christabel came into close quarters, reaching out for the mark, when Vanguard cleverly sailed through Christabel's lee, the latter having carried her bobstay away, and rounded the mark-boat 30 seconds astern of the Volante. It was now a fair run for home, but Vanguard after rounding, tried to pass Volante to windward, which her skipper would not allow, and they both luffed till close hauled, which enabled the Christabel, who kept a straight course for the committee vessel, to pass them both; but unfortunately in setting her spinnaker on the bowsprit she carried away her topmast, which obliged her to relinquish the contest. The first round was completed;—

	h. m. s.		h. m. s.
Vanguard	2 46 20	Muriel	2 49 55
Volante	2 47 0	Enid	2 49 50

Psyche not timed.

It was a very close match round the committee boat between Vanguard and Volante, the latter trying to cut her out, and having her bowsprit over the Vanguard's quarter. The swell had now gone down, and on the second round the Vanguard seemed suddenly inspired with

new life, and reached away from her adversaries at a marvellous pace. No incident of an exciting nature occurred on the second round, except that *Volante* carried away her spinnaker boom in the run in, which enabled the *Muriel* to come in three or four minutes ahead, but did not alter the race, which the *Vanguard* won easily by the following time:—

	h. m. s.		h. m. s.
<i>Vanguard</i> ..	4 59 29	<i>Volante</i> ..	5 16 52
<i>Muriel</i>	5 13 5	<i>Enid</i>	5 22 51

The race was decided by two rounds.

MALAHIDE REGATTA.

THIS regatta took place on Saturday, July 24th, having been postponed on the previous Thursday, on account of the severity of the weather. The following took up their stations outside the bar to contend for a prize of £15; open to all yachts not exceeding 15 tons; half-a-minute per ton time allowed.

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
1459	<i>Ripple</i>	cutter	12	G. Murney, Esq.	Fulton
1829	<i>Venture</i>	cutter	15	M. R. Dalway, Esq.	Rogers
1397	<i>Queen</i>	cutter	15	W. R. Johnson, Esq.	Hatcher

The course was from the bar, round a flag-boat off the Lady Hobart buoy, to another flag-boat off Lambay, back to the flag-boat of the Hobart buoy, leaving it on the port hand, to a flag-boat to the southward of the bar, leaving it on the port hand, thence up the channel to the flag-ship moored opposite the town. The wind was about west (a fair sailing breeze), so that the trio sent up small square-headed topsails. The start was effected at two o'clock. *Ripple* led off, followed by *Queen* and *Venture*, and she retained her position in the run to the boat off the Hobart buoy, but exchanged positions with *Queen* in reaching for the Lambay boat, at which *Venture* was third. On the beat back to the boat off the Hobart buoy, the latter changed places with *Ripple*, and became second boat. At this mark the *Queen* had obtained a lead of nearly eight minutes; however, when she came to turn to windward up the narrow channel towards the conclusion of the match, she was overhauled considerably in the short tacking by both her competitors, who made a capital match between themselves for second place. The race concluded at the flag-ship as under:—

	h. m. s.		h. m. s.		h. m. s.
<i>Queen</i>	3 56 55	<i>Venture</i>	4 0 0	<i>Ripple</i>	4 0 32

The second race was for a prize of 10 sovs, to be sailed for by yachts not exceeding 7 tons, one minute per ton time allowed; first yacht £7, second £3. The following started:—Bug-a-boo, schooner 4 tons, T. Payne, Esq.; Tor-

ment, cutter 5 tons, J. Todhunter, Esq.; Peri, 5 tons, I. Williams, Esq.; Flirt, cutter, 7 tons, J. F. Meldon Esq.; Gipsy, yawl, 4 tons, G. James, Esq.; Colleen, cutter, 5 tons, N. Brady Esq.; Nikomi, 6 tons, J. S. Stevenson, Esq.

The course was from the bar round the boat off the Hobart buoy, back again up the channel, round the flag-ship, thence round a second time, winning at the flag-ship. The Peri got a capital start, followed by Torment, Bug-a-boo, Colleen, Flirt, and Nikomi. On the run to the flag-boat Flirt raced past the ruck, took second place, and held it for the rest of the match. Peri rounded the flag-ship 1m. 25s. in advance of Torment on the first round. Bug-a-boo and Gipsy were now virtually disposed of, and the race lay between Peri and the other four, of which Peri, who never was headed throughout the match, came in a winner by three minutes, besides the time allowance. The following is the finish:—Peri, 3h. 34m. 15s. Flirt, 3h. 37m. 15s.; Torment, 3h. 40m. 50s.; Colleen, 3h. 47m. 20s.

The winner was sailed by Mr. J. E. Nugent and two other members of P.A.Y.C., without any paid hands. She was designed and built last year by her owner, who is a member of that club. A prize for £7 was sailed for by boats belonging to the adjacent Coast Guard stations, and it was won by the Skerries boat.

HUNSTANTON REGATTA.

THURSDAY, August 5th.—Sports at this place came off, and were well patronized by the gentry around. The first match was for the St. Edmund's Cup, or in lieu thereof £20 in specie, for yachts of any rig not exceeding 35 tons. The first in to receive £15, the second £5. The following started at 1 p.m.—Wild Duck, F. J. Cresswell, Esq., Iris, R. Gay, Esq., and Gipsy Lass, H. J. Forman, Esq. There was not a very strong breeze from the N.E., and the yachts carried all their muslin. The course was from a boat moored opposite the pier, round a boat with a distinguishing flag, moored off Old Hunstanton, thence round a boat at sea, thence round a boat moored off the rifle butts, the yachts leaving all the flag-boats on the port hand, and the course terminating at the starting place. The Wild Duck took the lead, but was closely waited upon by the Iris, and the contest throughout was well sustained. The course was sailed over three times, and closed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Wild Duck.....	4 48 10	Iris	4 48 45	Gipsy Lass.....	5 2 30

The first prize went to Wild Duck, the second to Iris.

A second match for yachts of any rig not exceeding ten tons also took place for a prize of £15, or that amount in specie, the first yacht to receive £10 and the second £5. The entries were the Flirt, F. B. Archer, Esq.; the Bessie, S. Tyrlinck, Esq.; and the Janet, T. Spurt, Esq. The Flirt did not, however, proceed with the match, and the second share of the prize was

accordingly not awarded. The course was the same as in the other yacht match, but the distance sailed was reduced to two rounds. Janet led in the first round, which was completed thus:—Janet, 2h. 55m. 0s.; Bessie, 3h. 0m. 0s. In the second round the Janet, however, lost her advantage, and the match closed as follows:—

	h. m. s.		h. m. s.
Bessie	4 19 40	Janet	4 24 35

The yachts being of equal burthen (six tons) the Bessie had no time allowance to make, and was declared the winner.

CUESHIRE YACHT CLUB MATCHES.

August 7th.—On this day the third match came off for a silver cup value 12 guineas, and a gold locket for the helmsman, yachts to be steered by members. The course was from New Brighton down channel, to round the Formby light-ship, leaving her on the port hand, and back to finish between the flag-ship and the New Brighton stage.

The following yachts entered, and all started:—Barracouta, 4 tons, J. M. Hanney, Esq.; Dudu, 6 tons, J. Hay, Esq.; Flirt, 7 tons, F. Wall, Esq.; Sprite, 6 tons; A. Pooley, Esq.; Kate, C. Napier, Esq.; Banshee, 7 tons, W. W. Carson, Esq.; Isabel 6 tons, F. Thompson, Esq.

The match was in charge of the Commodore, who started the yachts punctually at 3h. 30m. p.m.

There was a fresh breeze, W.N.W. at the time, and every appearance of more coming, consequently all the little vessels had a single reef down, except the Dudu, who, not content with a whole mainsail, had a small square-headed topsail set over it. Kate also set a jib-headed topsail over her single-reefed mainsail; Barracouta got two reefs hardened down, and Flirt sent her topmast down on deck, where it remained for the rest of the race.

Flirt and Barracouta got away first, closely followed by Dudu, Kate, Isabel, Sprite, and Banshee in the order named, and they retained these places with little or no change during the whole reach to the Crosby Light-ship, when the sheets had to be flattened in for the turn to windward to the Formby, and the different vessels began to feel the increased wind and sea. So far the Flirt had been doing very well, and had increased her lead considerably; but now the deep big-bodied vessels began to show their superiority in a "jump," and appeared to be catching her fast. The Dudu and Kate doused their topsails, but kept their topmasts on end, which must have stopped them considerably. The little Barracouta, about this time, appeared to be getting quite knocked out of time by the lumpy water; but, after changing jibs, and getting two reefs in her foresail, she went better, and again began to come up with her larger rivals. The Formby Light-ship was rounded thus:—

	h. m. s.		h. m. s.		h. m. s.
Flirt	4 32 30	Isabel	4 37 20	Banshee	4 39 30
Dudu ..	4 34 "	Barracouta	4 39 5	Sprite	4 42 0
Kate	4 34 25				

After rounding, the Dudu carried away her main balyards, and the sail came down, but was very smartly re-set, and a square-headed topsail over it. Kate also set a jib-header, and the other vessels shook out all their reefs except the Barracouta, who still kept one down; but, being unable to draw ahead of the Banshee, she set a top-sail for a short time, but the wind freshening it had to be taken in, and the little craft appeared to have quite as much as she knew what to do with without it. She, however, drew away from the Banshee and Sprite, and continued to pick up the Isabel and Kate, between which there was a capital race—the latter at last, in desperation, setting a balloon jib. The flag-ship was passed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Flirt	5 43 0	Isabel	5 52 45	Banshee	5 57 10
Dudu	5 47 25	Barracouta	5 54 50	Sprite	(not timed)
Kate	5 52 35				

The Flirt being an easy winner, after deducting the time allowance of one minute due to the Dudu, her owner came on board the Vice-Commodore's smart little schooner, the Saraband; and having steered his own yacht, he received from the Commodore both the locket and cup.

This is the first time that this club has given a locket to the helmsman, but in future there will always be one for the amateur matchea.

The fourth match this season of the above club was sailed on Saturday, August 21st. This being a Corinthian match the yachts were manned by amateurs and steered by members of the club, there being a gold locket for the helmsman and a silver cup, value 10 guineas, for the owner of the winning yacht. The course was from New Brighton out to round the Formby Light-ship, leaving her on the port hand, and back to finish between the New Brighton Stage and a flag-ship moored two cables' length to the eastward of it. The following yachts entered and started:—Dudu, 6 tons, W. F. Richardson, Esq.; Flirt, 7 tons, F. Wall, Esq.; Sprite, 5 tons, A. Pooley, Esq.; Kate, 5 tons, C. Napier, Esq.; Barracouta, 4 tons, W. J. Conlan, Esq.; Florida, 5 tons, H. M. Hughes, Esq.; Isabel, 6 tons, H. Bower, Esq.; Banshee, 6 tons, W. Carson, Esq.

The weather was beautifully fine, with a nice breeze about N.N.W., and the tide about half ebb, when J. M. Hannay, Esq., the Commodore, started the race at 3h. 30m. p.m. All the yachts had whole mainsails and small working jibs for the beat out, except Barracouta, who had one reef down; all cantied to the westward. Florida and Barracouta were first off, but all the yachts got very smartly off. On the second tack to the westward Florida set a small jib-headed topsail, which stood like a board, and soon began to take her out from amongst the fleet; her example was quickly followed by Dudu, who set a small square-headed topsail, but which did not appear to assist her much. Sprite also endeavoured to set a square-headed topsail,

but before she got her sheet out she took the ground on the Burbi Bank and remained hard and fast. On the beat down the wind lightened considerably, and most of the yachts set large topsails; for the last mile or two the Dudu took in her topsail in the hope of holding a better wind than the Florida, but in vain, and the Formby Light-ship was rounded as under:—

	h. m. s.		h. m. s.		h. m. s.
Florida	5 22 0	Barracouta	5 24 40	Banshee ... }	not timed
Dudu	5 22 25	Isabel	5 25 0	Kate	
Flirt ...	5 24 0				

Before rounding the Florida took in her jib-headed topsail, and having to send a hand aloft to shift over the sheet and halyards, was a considerable time in getting her ballooner set, the Dudu setting hers almost before she was round, passed her, but as soon as she got her large spinnaker to work she began to close up again, and passed the Dudu when about half-a-mile from the flag-ship, where they arrived as under:—

	h. m. s.		h. m. s.		h. m. s.
Florida	7 2 3	Isabel	7 6 12	Banshee	7 20 30
Dudu	7 2 26	Barracouta.....	7 18 10	Kate.....	7 26 40
Flirt	7 3 20				

The wind by this time had fallen very light, and all the vessels had balloon sails set, amongst which appeared two or three immense spinnakers. The amateur crews appeared to have been quite up to their work, and with the exception of the Sprite we did not hear any very severe remarks passed on the way they handled their different vessels even from their own paid hands, who were keeping a very sharp look-out on the way in which their yachts were able to sail without them, and who, we fancy, were rather disappointed at not having enough to criticise.

NORFOLK AND SUFFOLK YACHT CLUB.

THE third regatta of this Club for the current season was held at Oulton Broad on Thursday, August 12th. The weather was delightfully fine, and presented an agreeable contrast with that of the previous few days. There was a respectable muster of yachts on the picturesque Broad, comprising the Waveuey Queen, Colonel Leathes; the Ariel (late Little Yankee), T. M. Read, Esq.; the Glance, the Commodore P. E. Hansell, Esq.; the Wanderer, J. J. Colman, Esq.; the Vindex, J. Tomlinson, Esq.; the Red Rover, S. Nightingale, Esq.; the Marguerite, H. K. Thompson, Esq.; the Louisa, the Rev. H. Evans-Lombe; the Halcyon, J. Preston, jun., Esq.; the Lethe, G. Gandy, Esq.; the Scud, J. B. and H. Morgan, Esqrs.; &c. The wind was very variable, having been W.N.W. in the morning, while later in the day it was S.W.

The prize in the first match was £10, and was between the second-class yachts of the club, the entries being the Halcyon, J. Preston, Esq.; the Marguerite, H. K. Thompson, Esq.; and the Lethe, G. Gandy, Esq. The

Marguerite did not, however, start. The others got under weigh at a quarter past twelve, and as the breeze was fresh, and they carried all their canvas, they made pretty good way. The Lethe took and maintained the lead. The first three of the six rounds were completed as follows :—

	FIRST ROUND.	SECOND ROUND.	THIRD ROUND.
	h. m. s.	h. m. s.	h. m. s.
Lethe	12 32 0	12 51 7	1 9 48
Halcyon	12 32 50	12 52 50	1 10 48

It will be seen that up to this point the contest had been exceedingly well maintained. It became still closer in the fourth round, but after this the Lethe secured and maintained a decided lead. The three final rounds closed as follows :—

	FOURTH ROUND.	FIFTH ROUND.	SIXTH ROUND.
	h. m. s.	h. m. s.	h. m. s.
Lethe	1 29 20	1 49 57	2 10 32
Halcyon	1 29 43	1 51 35	2 12 15

The tonnage of the competitors being equal, the Lethe had no time allowance to make, and consequently won by 1m. 48s.

A handicap match afterwards took place for prizes of £8 and £4, between the following yachts manned by amateurs :—Scud, Messrs. Morgan, handicapped at 11 tons; Halcyon, Mr. Preston, handicapped at 12 tons; and Glance, the Commodore, handicapped at 4 tons. The course was the same as in the former match, but was reduced to four rounds. The Ariel was also entered, but did not proceed with the match. The wind had become light and variable, and the competing yachts made much less rapid way than in the first match. The start took place at 3h. 45m, and the first two rounds terminated as follows :—

	FIRST ROUND.	SECOND ROUND.
	h. m. s.	h. m. s.
Scud	3 58 20	4 20 50
Halcyon	4 0 30	4 26 50
Glance	4 3 20	4 36 5

The Scud continued to maintain and even increased her lead, the match closing thus :—

	THIRD ROUND.	FOURTH ROUND.
	h. m. s.	h. m. s.
Scud	4 47 0	5 5 0
Halcyon	4 52 10	5 14 40
Glance	5 2 30	not timed.

The Scud had to allow the Halcyon 30sec., but still won by 9m. 10s. The Halcyon had to allow the Glance 4m., but cleared this time allowance. The prizes were awarded accordingly to the Scud and the Halcyon.

The Lowestoft Model Yacht Club had also a match on the Broad during the afternoon.

BABBICOMBE REGATTA.

BABBICOMBE Bay presented a very pretty appearance on Tuesday, 7th September, being the occasion of the annual regatta, when the water studded with a number of small craft. The weather was not quite so propitious as might have been wished, as during the afternoon a "Scotch mist" came over the hills and considerably "damped" the spirits of the holiday seekers; towards the evening the weather cleared up, and the sports were entered into with vigour. The wind which was blowing S.S.W. was a steady good breeze for the occasion. The course was from the Committee boat to a mark-boat about $2\frac{1}{2}$ miles in the direction of Teignmouth, to another about a mile-and-a-half to the west, and thence back to the Committee boat, a distance in all of about six miles.

The sports commenced with a race for fishing boats of any port, for a purse of seven guineas.

The chief and best race of the day was that of the yachts not exceeding 15 tons, in which the Buccaneer, cutter, 12 tons, Captain Bayly; the Quiver, cutter, 12 tons, T. D. Chamberlayne, Esq; and the Dudu, cutter, 15 tons, G. E. Hammond, Esq., were matched against each other. First yacht to receive £7 10s.; second, £2 10s. Tonnage allowance.

The start was made at 2h. 33m, and the Buccaneer was the first to fall into place, and after going a few yards the Quiver was close upon her, with the Dudu in good position. A sharp contest ensued as to who should round the mark-boat first, in which the Buccaneer succeeded by only a boat's length. The Buccaneer then, having a very suitable wind, shot ahead at a tremendous pace, and gained considerably on the Quiver, the Dudu waiting closely on the latter. The first round was timed as follows:—Buccaneer, 3h. 29m. 0s.; Quiver, 3h. 32m. 0s.; Dudu, 3h. 36m. 0s.

At the conclusion of the round, the boats had to come almost close to the shore, and thus lose all the wind, which enabled the boat which was behind to come up, so that almost a fresh start was effected at each round. In the second round the wind freshened, and the Buccaneer, which had more water on her decks than she has had for the season, shot ahead. The Dudu and Quiver kept about the same position as on passing the Committee boat. The time in the second round was:—Buccaneer, 4h. 25m. 30s.; Quiver, 4h. 29m. 20s.; Dudu, 4h. 34m. 40s.

In the third round the only change that took place was that the Dudu slightly decreased her distance in rear of Quiver. The Buccaneer won by 4m, and 30s.: the race was as good as any that had taken place between the boats for the season. The finish was:—

	h. m. s.		h. m. s.		h. m. s.
Buccaneer	..... 5 24 20	Quiver	..... 5 28 50	Dudu	..... 5 31 25

Several rowing matches concluded the day.

DALKEY REGATTA.

THE yacht race, which was not finished at this regatta, held on the 14th August, was brought off, after three unsuccessful attempts to sail the match, owing to the calm weather which prevailed. The following yachts contended :—Queen, 28 tons, W. N. Johnson, Esq.; Spell, 13 tons, C. Duff, Esq.; Flirt, 7 tons, J. F. Meldon, Esq.

The course was from a flag-ship off Corrigna Greine round the South and North Burford, the Rosbeg, and South Bar buoys to the flag-ship, thence round the South Burford a second time, and back to finish at the flag-ship, leaving all on the port hand. The trio started flying at 12h. 40m. the Flirt having the best of it, with a nice sailing breeze about S.S.E. Queen and Spell set balloon topsails and jibs. Flirt being rather short-handed started without a topsail, but on the reach out she sent up a balloon with great activity, considering she had only two amateurs on board. Queen soon went reaching away in front, and passed the South Burford buoy three minutes in advance of Spell, and seven of Flirt, and increased the lead to the North Burford buoy. where the time of rounding was :—

	h. m. s.		h. m. s.		h. m. s.
Queen	1 10 55	Spell	1 14 35	Flirt	1 22 30

Spell and Flirt gybed over their booms to starboard. Queen held on, booming out her foresail, until 1h. 20m., when she gybed. Spell followed her example, and set her foresail on an outrigger at 1h. 23m. Flirt shifted jibs for the run up the bay, after passing the Rosbeg, where the time was — Queen, 1h. 29m. 0s.; Spell, 1h. 33m. 55s.; Flirt, 1h. 45m. 0s. The South Bar buoy was then rounded by Queen at 1h. 50m. 20s.; Spell, 2h. 0m. 25s.; Flirt, 2h. 15m. 55s., who soon after gave up, her topsail sheet having taken a round turn on the gaff end. Queen shifted her balloon for a working jib, and having hauled her wind, stood right in for the West Pier on port tack, where she doused her balloon topsail, and sent up a small square-header for the beat down to the Dalkey flag-ship through the young ebb. Spell retained her balloon jib on her tack in to the pier, and did not shift for a smaller one until then, and she carried her balloon-topsail for the rest of the beat down to Dalkey, which was accomplished by both yachts in about four boards, during which the Queen made upwards of nine minutes on her small but plucky antagonist, who was determined to fight it out to the last. At Dalkey, on going out for the turn round the South Burford, the time was thus :—

	h. m. s.		h. m. s.
Queen	2 44 10	Spell	3 3 35

On reaching for this buoy the second time the wind fell very light, but not sufficiently to enable the little one to come up to her antagonist, and after rounding the South Burford with the same lead the Queen finished a winner at the flag-ship at 3h. 45m. 45s., nearly 28m. ahead of Spell, whose time was 4h. 13m. 30s.

GLEN CALADH REGATTA.

August 28th.—The annual aquatic *fete* (mainly supported in financial matters by G. R. Stephenson, Esq.,) came off this day in Rothesay Bay, and was one of the most successful events in Bonnie Scotia, wind and weather combining to add additional charms to the sports. Mr. Stephenson is a very great supporter of the fishermen around, and so liberal are the prizes given by this gentleman that the participators in his bounty, sometimes go to the expense of building a boat to compete in these matches.

The day's amusements commenced with matches between herring smacks for prizes of £45, £30 and £16. But the principal event which concerns yachtsmen was a match for yachts from 10 to 25 tons, time race. The prize offered was of the value of £30. The following started:—

Numbered as in Hunt's Universal Yacht List for 1869.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1526	Satanella	cutter	15	D. W. Finlay, Esq.	Aldous
478	Fairlie	cutter	15	K. Ferguson, Esq.	Fife
196	Carina	cutter	15	R. Webster, Esq.	Fife

The Satanella took the lead at starting and she maintained the position until the finish, arriving 10m. 30s. before Fairlie and 32m. 40s. ahead of Carina.

The next match was for yachts of 10 tons and under, time race. Prize £20. This brought the following to the start:—

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
1462	Ripple.....	cutter	9	J. M. Forrester, Esq.	Fife
1863	Vision.....	cutter	9	M. Carswell, Esq.	Byrne
469	Excelsior	cutter	7	D. Bryce, Esq.	Boag
1756	Enetis.....	cutter	8	J. Glen, Esq.	Morris
485	Fairy Queen	cutter	9	J. T. Stuart, Esq.	

Great interest was taken in this race, more especially in the three nine tonners—Ripple, Fairy Queen, and Vision. On the result of this match considerable stakes were taken. The Vision, during the early part of the season, was the favourite, but had several close contests with the Ripple. The Fairy Queen when some years ago the property of Mr. Grant was the terror of all this class of yachts. She again resumed racing under her new owner at the Corinthian match, and took the prize from both the Ripple and the Vision. The yachts got a good start, and all got under full sail, as they left the Commodore excepting the Vision, which either did not or could not get up her gaff-topsail on standing out to Ardyne Point. The Ripple took the lead and to the general gratification not even excluding many of his opponents, Mr. Forrester (who notwithstanding repeated defeats

believes in the motto "Faint heart never won fair lady,") succeeded in carrying off the prize from his two dangerous rivals. He was enthusiastically cheered on coming in. The good sailing of the little *Excelsior* was also a subject of remark, having kept ahead of the *Vision* and *Fairy Queen* on the first round, and was only two minutes behind the *Vision* on the last round. They finished thus:—

	h. m. s.				h. m. s.				h. m. s.		
Ripple	6	4	20	Vision	6	8	38	Excelsior.....	6	10	50

The regatta gave the greatest satisfaction to all, and Mr. Stephenson was so highly pleased with the seamanship displayed that he ordered £25 to be distributed amongst the unsuccessful crews. The good folks of *Rothesay* cannot be otherwise than truly grateful to a gentleman who studies their interests, and devotes his time and purse to their pleasure and enjoyment.

THE LATE GALES.

Bristol, September 16th, 1869.

SIR.—As the reading of my sympesometer and aneroid on board my yacht *Witchcraft* during the hurricane I experienced in the Bristol Channel may interest your readers, I send it to you, and remain, Sir,

Your Obedient Servant,

THOMAS BROADWOOD, *Vice-Com. R.L.Y.C.*

P.S.—Friday night, September 10th, strong northern lights were visible.

Reading of Sympesometer, Saturday, September 11th, at (civil time):—

h. m.		In.		h.m.		In.		h. m.		In.				
4	0 p.m.	...	29	7-20	8	10 p.m.	...	29	0-0	2	0 a.m., Sun.	29	7-20	
4	40	...	29	5-20	11	0	...	28	16-20	5	0	...	29	13-20
5	50	...	29	4-20	11	35	...	28	17-20	6	0	...	29	14-20
6	35	...	29	3-20	12	0	...	29	0-0	10	0	...	29	15-20
7	30	...	29	1-20										

The following is an extract from the log of the above vessel, which was cruising in the Bristol Channel between the 10th and 14th of September:—

"Left Tenby on Friday evening 10th of September at 9h. p.m., and on Saturday at 2h. 30m. p.m. were close in with the land at Trevoze Head, bearing E.N.E., distance three miles, where we tacked close to the rocks. The gale here commenced in earnest. At 3h. p.m. we set our main-trysail, double reefed the staysail, set small jib, and hove to under the land, wind at south, and sympesometer at 29inches 7·20th, showing a fall of 11·20th since we started. Remained thus sailing off the land until 12h p.m. midnight (weather had then moderated), when we sailed her for a wide berth round the Land's End and Longships Lighthouse. At 1h. a.m. on Sunday (civil time) the gale again blew westward, as had been anticipated, and we had its fury at once, putting us on a lee shore, the force of the wind for about three hours being terrific. The spray, hail and rain were blinding, with lightning at intervals; if there was any thunder it was not heard in the howling war of wind and water. Our jib now got adrift, and was blown to

pieces. About 4h. a.m. it lulled. Here we carried away the tiller, and it took half an hour to ship a second one, and as we were on a lee shore we hove her round at 1-2 p.m., and stood N. by E. The sea by this time was tremendous, and wearing not a pleasant operation. Soon after the second tiller went, a third, and then a fourth.; we then steered her with a handspike, which answered very well, and we continued to sail at a very slow pace, making her way, and going about two knots through the water all Sunday and Monday nights. To a certain extent, however, the gale moderated from about 1 o'clock on Sunday to about 10h. p.m. A sea, however, at last, struck us, and washed the fore companion clear off, tearing off the solid teak combing, cutting one of the crew so severely in the head that he had to be laid up in the cabin berth.

"From 10h. p.m. on Sunday hove to with our head N.W., wind southerly, until 10h. 15m. on Monday morning, the wind and sea all the time increasing fearfully, and by its veering and our laying off, had again put us on a lee shore, but with about 35 miles drift to Milford Haven and St. Ann's Head. Our position now, as well as could be judged, was Milford Haven E.N.E., distance 35 miles; Sandy Island S. E. b E. 46 miles; and the Flat-holms (entrance to Bristol river) E.S.E., about 100 miles; but the sea was so high that we feared to run her, if we could avoid it. She was laying to beautifully, and throughout made no water or strained in any way, thereby showing the great strength of the diagonal build of the vessel. At 10h. 55m. the earing of our main-storm-trysail went, and we got up the fore storm-trysail as quickly as we could in the raging hurricane. It was all ready to hoist up, but she got and was put before the wind, having not sufficient after canvas. To round her to would have been certain, or almost certain, destruction. I ran her, therefore, E.S.E. for Bristol, hoping to sight Sandy Island in spite of the spoon drift. Would she run as well as she had lain to was now the anxious question. She soon showed her good qualities before the wind, and ran away from the sea like a hare; but it looked awful as each great mountain of water followed her, "reared its bully head," and broke over her taffrail. She ran without accident until 12h. 50m., when a sea at last caught her. It fell into the deck on the starboard quarter and broke up the poop deck on the starboard side, smashed out about six feet of the weather boarding, and ran forward. The hands at the helm were lashed, but the first and second mates, carpenter, captain, and several hands were at work on the trysail earing. It is a mercy all were not swept away. One poor fellow, named Thomas Glasby, of Cowes, was washed overboard, but the first mate Mark Dwyer, caught his sleeve. He then saw his face, it was much cut, and thinks he was stunned, as he made no effort to save himself. Unluckily his sleeve tore out, and he went down. Poor fellow he was as nice a lad as has sailed with me for twenty years.

"All the boats were stove except the cutter, and two more hands now put *hors de combat* by bruises, and the carpenter hurt in the leg. We now set a topsail forward as a squaresail, to run her faster and keep her away from the sea, which she did. I had a good chart of the Bristol Channel, and by

it I steered E.S.E., made Sandy out at 2h. 30m., bearing S.b.W., six miles, then at 4h. 30m., the Foreland. The sea was fearful here, as the last of the ebb was coming against the gale. We fortunately, however, had only two or three more seas on deck, smaller than the first which pooped us. At 6h. 20m., made out Nash Light, and soon after Breaksea Lightship, as I knew our only chance was to run before it; in fact to scud, as there was too much sea to sail her quartering in any way or round her to without a certainty of sweeping her decks. At 9h. 10m. made Bracksea, and passed $1\frac{1}{4}$ miles to southward of it, and steered E. $\frac{1}{2}$ S. $7\frac{1}{4}$ miles for the Steepholm. Saw Flat-holm light, and at 10h. p.m. passed between these rocks and were safe from loss of life. The sea followed us all the way to the Holms. At 11h. a.m. brought up in King's Roads in eight fathoms. Weather moderated; glass up 29 inches 9-10th."

ROYAL ULSTER YACHT CLUB.

ON SATURDAY, September 11th, the final Corinthian match of the season, came off, the start was from Bangor. The weather during the early part of the day was very favourable, a fresh breeze blowing, but in the afternoon the wind became light and baffling, subsequently there were heavy showers of hail and rain which brought on a calm.

In Bangor the day was fine and the bay with its little fleet looked remarkably well. The first race was for yachts of 10 tons and up to 25 tons. The prize being a silver cup value £15. The course was the same as the one (namely the Dufferin course,) sailed in the previous match taking in Bangor Bay for start and finish.

The competing craft were the Venture, Mr. M. R. Dalway, M.P.; and the Ripple, Mr. G. Murney. The start was a flying one. The Ripple passing the commodore's boat to an instant as usual she leads, being very smartly handled. The Venture hung in stays and did not pass the flag for two minutes after the Ripple; when she reached Grey Point, she set a huge spinnaker and passed the flag-boat at Cultra, five minutes before Venture, who unfortunately got into a calm, out of which she could not get. The Ripple carried the air with her and came in an easy winner, passing the flag-boat at 6h. 13m. 26s. Venture not timed. The Ripple wins the first and second Corinthian matches given by this promising club, she was steered by Dr. Murney, and the Venture was steered by C. Crauford, Esq.

NOTICE TO CORRESPONDENTS.

ROUGH NOTES IN SMOOTH WATERS.—We are promised a *resume* of this for December.

J. B.—The Summary of Yacht Racing will appear next month.

S. B., GUERNSEY.—The suggestions are very good, but we fear from former trials, that no benefit will arise therefrom. However they shall have our serious attention.

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HUNT'S YACHTING MAGAZINE.

DECEMBER 1st, 1869.

THE PROPOSED ANGLO-AMERICAN ATLANTIC YACHT RACE.

AMERICAN SCHOONERS *versus* ENGLISH SCHOONERS.

THE year 1869 opened with much excitement amongst yachtsmen, in the anticipation of a sailing match between Mr. Ashbury's *Cambria* and some American yacht, for the cup won by the *America* schooner in 1851, and presented by her owner, Mr. Stevens, to the New York Yacht Club,—the members of which offered it as a challenge cup open to all nations. Until 1868 it remained quietly in their custody without any yacht coming forward with an offer to wrest it from them. Mr. Ashbury at length threw down the gauntlet, and numerous articles and letters have appeared on the subject, yet the year finishes without any satisfactory result, and we close with the following letters, which we have been requested to insert in the *Magazine* :—

Suez Canal, Port Said, Egypt,
November 9th, 1869.

SIR.—During the past winter you gave great prominence to a series of challenges which I had the pleasure of addressing to all America on the 3rd October, 1868. *Firstly*: I proposed to sail in New York Waters to endeavour to regain the Cup won in '51 by the celebrated *America*. *Secondly*, I had a longing desire to test, by practical re-

sults, in a series of well-contested races, the question of superiority of English schooners over American schooners, each country building on opposed principles, each believing in their own special form ; the latter building yachts of great beam and shallow depth, the former narrow and deep-drafted vessels, thereby giving us, we conceive, great power of turning to windward, and which, to my mind, was conclusively demonstrated by the results of the Anglo-American race of Aug, 25th, 1868, the Sappho having been most unmistakably beaten, not simply by the winning vessel (Cambria), but by the Aline, Oimara, and Condor.

The winner of the unparalleled Atlantic race of 1866 (Mr. Bennett, now the owner of the Dauntless) accepted on the 6th December, my challenge for the race from Cowes to New York—an acceptance objectionable in two respects ; *firstly*, because she was not within, or about, the limit of tonnage—10 per cent.—I defined ; and *secondly*, assuming she had been a good match vessel for the Cambria in point of size, the main object I had in view would have been defeated, inasmuch as *the* Ocean race alone could not, and would not, conclusively have settled which form or model was the best on the whole for the general purposes of inland, channel, and ocean cruising ; but three or four races on each side the Atlantic, vessel against vessel, with the Ocean race intervening, would be as interesting as they would be instructive ; and with anything like a breeze in the English races, I am satisfied the best vessel would be known before, and irrespective of, the result of the Atlantic one.

As much misunderstanding exists as to why the races did not take place, and an idea prevailed throughout the summer that a race to New York between the Cambria and the Dauntless *would* take place, I beg to trouble you with this communication and the enclosed correspondence. I confess I know of nothing I have said or written which would tend to such conclusion. I had no desire or intention for an Ocean race *without the series* ; and from the fact that on the 29th of May and July 17th letters from me appeared in *Field*, *Bell's Life*, and *Land and Water*, stating that I had no intention of giving Dauntless a challenge for an Atlantic race unless she came within about the terms of my challenge, which, from the dimensions I then gave, showed such could not be the case. The first time I had the pleasure of seeing the public-spirited owner of the Dauntless—viz., 1st August—he *then gave me* a challenge for a race from Cowes to New York or to the Azores and back. On the 7th August I unreservedly accepted for the race to America, to sail on the 1st September, no question as to tonnage, and no restrictions in any way or shape. I extended the time to the 7th

or 8th September ; but the owner of the *Dauntless* was of opinion he could not be ready before the 15th. Notwithstanding it had become clear that no Atlantic race was intended, so far as I was concerned, Mr. Bennett's medium—the *New York Herald*—constantly referred to the expected Ocean race, and on the 29th July one portion of a long article ran thus :—

“ It is impossible to hide the fact that England has no yacht that could possibly compete, with any hope of success, against the *Dauntless* across the Atlantic; and notwithstanding all the bounce that is being said and written about the *Cambria*, it is manifest to every seaman that, in an Ocean race, she would be no match whatever against the American yacht. Excuses may be made, but they will be merely excuses.”

Again, on the 31st July, in another article, a paragraph ran thus :—

“ The challenge of the *Dauntless* to race the champion English yacht, the *Cambria*, from Cowes to New York, on the 1st September next, will offer a fair opportunity for judging whether the pluck of the English yachtsmen is up to the occasion, or whether they are willing to be left behind in a manly sport in which they have hitherto claimed to be leaders. If their courage should fail them now, their inland matches, Channel races, and little pleasure trips within hailing distance of the shore, will seem like child's play beside the achievements of American yachts. The fact is, the ‘swells’ of the Royal Yacht Clubs of Great Britain must make up their minds to extend their pleasure excursions to the American coast, unless they are content to be styled drywater yachtsmen for the rest of their days.

“ As Mr. Ashbury has been the boldest of British yachtsmen on paper, public expectation points to him as the fitting pioneer in these new and more extended contests invited by American daring. Let us hope that the zeal and confidence he expressed a few months ago will not be found to have abated next September.”

When, therefore, on the 1st of August, the Vice-Commodore of the New York Yacht Club made me a deliberate challenge to race to New York, and treated so lightly any races in the English Channel, I think I was justified in concluding he said what he meant, and that, in giving the challenge, he must have known there was a possibility of its being accepted; and, if accepted, the 1st of September would and should have found him ready and willing to race on that day; instead of which he found he could not be ready before the 15th, a departure on which date would ensure the vessels getting into the equinoctials, whereas a start on the 1st September would, under ordinary circumstances, have enabled

the yachts to be well across the Atlantic before the gales of that season commenced, and, knowing from experience that there was time twice or thrice over to get her ready between the dates of acceptance and the extended time of departure (7th or 8th Sept.), I declined to start so late as the 15th, and needlessly subject two yachts, with sixty or seventy persons, to the great inconvenience, if not risk, which might thereby result, and with the knowledge that the result of such *single* race would not be satisfactory and conclusive.

Bell's *Life of America* (*Spirit of the Times*), on the 28thth August, thus wrote of the two yachts, the subject of this letter :—

"The yachts are to sail from the Isle of Wight on the 1st of September, and the public interest, as well as the interest of yachtsmen, will be very great. We have several times promulgated the opinion that the *Cambria* is big enough for the purposes of this match, and that her chance to win is not so very small. That the *Dauntless* is a very fast schooner we have no doubt, and we can see no reason why she should not be just as good close to the wind as when she has the wind free.

"But inasmuch as it has been said that our American models are not well calculated to work to windward when close hauled, it was extremely desirable that the question should be practically tested between the *Dauntless* and the *Cambria*. The former is admitted to be one of the best yachts, if not the very best, sailing under the flag of this country. The latter is also admitted to be one of the best sailing under the English flag."

Apart from the question of any races between the *Dauntless* and the *Cambria*, there was a general expectation and an intention on my part to go to New York this year to compete for the Cup won at Cowes in 1851 by the *America*. The necessary certificates as to measurements, and as to the *Cambria* being the representative vessel of the Royal Thames Yacht Club, were duly sent to the New York Yacht Club; but I was officially advised by telegraph that I could not sail for it this year, consequent on not having given a formal six months' notice of my intention to do so, having, however, clearly given a notice on the 3rd October, 1868, I can only regret the reason that the notice should have dated from the dates of the above certificates, and that this should be the only cause why the *Cambria* did not go to New York instead of Suez Canal.

Up to this time I have not received any reply from Mr. Bennett to my letter of September 27th; and as much misunderstanding exists as to how matters stand in connection with the Atlantic race, about which

so much has been said and written. I beg to enclose the correspondence for the favour of insertion.

Yours truly,

JAMES ASHBURY.

To the Editor Hunt's Yachting Magazine.

Schooner Yacht Cambria, August 7th, 1869

MY DEAR SIR.—On the 3rd of October, 1868, I had the honor through the Commodore of the New York York Club to challenge any schooner in America of about the size of the Cambria to a series of races on this side the water;—a race from the Isle of Wight to New York,—and a race in New York waters for the possession of the cup won in 1851 by the America, and I much regret the club in question has not been able to send over a yacht in accordance with the terms of my challenge.

On the 6th of December, 1868, you wrote me you would sail your vessel the Dauntless against the Cambria from Cowes to New York for for a cup or service of plate value £250, on the 28th of the same month I felt bound to decline your challenge on account of the excessive tonnage over mine, but on the arrival of your noble vessel in this country I was desirous of testing her speed and offered to sail you round the Isle of Wight, and from Ryde round the Cherbourg breakwater and back for a fifty guinea cup respectively, and I was very sorry to find you declined my proposals, although you again reiterated your wish to sail round the Western Isles or to New York; the Customs measurement of Cambria is 10½ tons as against 176 tons of Dauntless, and the R. T. Y. C. measurement 188 tons as against 321 tons; with such a difference in tonnage I was very averse to entertain your challenge, and I waited in the hope that the owner of a more powerful vessel than mine would accept your challenge; but finding that there is no probability of such being the case I am very unwilling that you should return to the States without testing the capabilities of your vessel against an English one built on principles so diametrically opposed to the system adopted generally in America; I beg therefore to herewith give you three distinct challenges, all of which you will doubtless accept some time in the course of Monday.

1st.—At ten o'clock on Friday the 13th, Cambria will race your vessel from Ryde round the Isle of Wight, no restrictions as to canvas, extra hands, or friends; to start from anchors with mainsail set, with time allowance as per R. V. Y. C. rules.

2nd.—On Monday, the 16th instant, I will race you from Cherbourg round the Nab light and back, with conditions as per No. 1 challenge.

3rd.—At two o'clock on Wednesday the 1st of September, 1869, I

will race you from Cowes to New York for a service of Plate value £250 with conditions as per No. 1; time allowance of course excepted.

I shall be at the Victoria Club dinner on Monday, where I hope to have the pleasure of meeting you.

Meanwhile, believe me,

Faithfully yours,

JAMES ASHBURY.

To J. G. Bennett, Junr., Esq., *Dauntless*.

Schooner Yacht Cambria, Ryde, August 20th, 1869.

MY DEAR SIR.—My friend, Sir Kingston James tells me that you received on Monday the 9th, my proposals of the 7th for three races against the *Dauntless*, but up to this time I have not had the pleasure of receiving any reply!

In my last letter I stated the Customs measurement of *Dauntless* was 176 tons, but Mr. Ratsey has since told me he was misinformed, and that she has only been measured by the R.Y.S. measurer according to the R.T.Y.C. rule, which shows her to be 321 tons, as against *Cambria's* 188 tons, from which you will note your vessel is more than 70 per cent larger than mine by actual measurement, whereas my challenge of the 3rd of October, 1868, to all America was for any schooner *not exceeding* 10 per cent of the size of the *Cambria*.

So much has been said and written in America consequent on my declining to race you to New York as to induce me to accept your written challenge of the 6th of December, 1868, and your verbal one of the 1st of August, 1869.

As it is desirable the start should not be later than the 1st of September, and a few days will be required to fit out, I suggest to save time that the race round Cherbourg breakwater be now given up, but that we race round the Isle of Wight within the next few days, and sail for New York on the 1st of September at such hour as may be most suitable.

As I am unable to make any final arrangements until I hear from you I request the favor of your early reply, but in the event of my not hearing from you within twenty-four hours from the time you receive this communication I shall consider that it is not convenient for you to accept my proposals, and that I shall then be free to sail to New York to race for the America cup of 1851, if allowed to compete for it, or not, to proceed on an intended cruise.

I remain, dear sir;

Faithfully yours,

JAMES ASHBURY.

To J. G. Bennett, Junr., Esq.

*Schooner Yacht Cambria,
Torquay, September 27th, 1869.*

MY DEAR SIR,—Since our meeting at Long's Hotel, on the day of the Oxford-Harvard race, when you kindly gave me your answer as to whether you could sail to New York on the 1st Sept., and your declining to do so on the grounds that you could not be ready before the 15th Sept., but upon this point I quite differ from you. I find that much disappointment is generally felt and expressed at the prospect of the proposed race not taking place at all, and in many quarters an impression prevails that for some months I have been courting or inviting an Ocean race with your vessel, the *Dauntless*, whereas the fact is, I have, through the sporting and other papers, consistently endeavoured to show that the *Dauntless* was too large and powerful a vessel for me to think of accepting. I am one of many who do not believe it necessary to have *such* a single race to test the sea-going qualities and speed of yachts, and neither do I attach much importance to the runs of the *Henrietta*, *Vesta*, *Fleetwing*, *Dauntless*, and *Sappho*, inasmuch as leading winds prevailed, and thereby no fair opportunity was afforded for testing the several vessels on every point of sailing. Impressed with these opinions, and at the same time anxious to fairly test the respective builds of American and English yachts, I framed my challenge of the 3rd October, 1868, not with a view of creating any excitement by having an Atlantic Ocean race, but that two vessels of about equal size, on models diametrically opposed to each other, and each one acknowledged to be the fastest yacht of its rig and tonnage, should sail in *various matches* on each side the herring-pond, and cross the Atlantic against head winds, and thereby a race, in fact, such as never yet was undertaken—a race from New York to Cowes, as sailed by the American vessels, being down hill, but reversed, becomes an up-hill race.

The series of challenges of the 3rd October, 1868, have *not* been accepted up to this day; and, from what I can glean from American papers and other sources, are not likely to be; one or more of your papers admitted that no vessel exists in America capable of meeting the *Cambria* if the condition of measurement is insisted on, the modification thought necessary to place your yachts on terms of equality with English yachts being the alteration of our system of measurement as adopted generally in this country under the Royal Thames Yacht Club Rule. In justice to myself, I think it only fair and right to state that, when I stipulated R.T.Y.C. measurement, I was not aware that Americans disapproved our system, or that it was materially different from the

N.Y.Y.C. rule; and when I tell you that the R.T.Y.C. *alone* possesses more yachts than all North and South America put together, and that it is the standard rule adopted by all yacht clubs of Great Britain and Ireland, you can well understand I desired to take no advantage in naming this general system of measurement. During several months much has been written in the sporting papers of America and England on the much-vexed question of their respective modes of measurement. I was severely criticised by several American papers for declining your challenge of the 6th December, 1868, for a race against the Dauntless from Cowes to New York. I declined the race on the grounds of excessive tonnage, and being far beyond the terms of my challenge—irrespective of your acceptance (?) being for only one of the series of races—but I ultimately agreed to accept the Dauntless as America's champion vessel if any modified system of measurement was made by the English Clubs, and your vessel *then* came within *about* the stipulated ten per cent. limit. Most yachtsmen on both sides the water expected you would have entered for some of the important races at Cowes and Ryde, when you would have had an opportunity of showing to the committees the unfairness of our system from your point of view, and would, I believe, have caused the two systems to be thoroughly discussed, and finally settled, as to whether our national racing measurement should or should not be altered. This question being still unsettled, the difficulty again exists of finding fast American and English racing yachts of such equal size as to satisfy both sides; and assuming that there is some truth in the American argument that depth should be measured, I am willing to set aside all technical questions of mode of measurement as regards the principal race, and accept as the American champion your vessel, the Dauntless, in lieu of one of Cambria's size, as required by me in my formal challenge to all America in 1868. I ought, however, to frankly admit that your vessel is not so large as understood when I refused your challenge of 6th December, 1868; instead of being about double the size, I find, by R.T.Y.C. rule, she is about 321 tons, or say 72 per cent. larger than Cambria.

I much regret you did not race to New York on the 1st September, consequent on your verbal challenge of Aug. 1st, and which, after due consideration, I unreservedly accepted on the 7th August, thereby giving you ample time to be ready by the 1st September, a date I extended to the 7th or 8th to give you more time, notwithstanding my opinion was, and is, that there is nothing to prevent the Dauntless being ready in five days. An eminent sailmaker says he could have alter

all your sails in forty-eight hours, and an equally competent opinion states the masts could have been reduced, and the rigging set up, in four days. Believing, however, that you would ultimately have sailed on the 15th if I had extended the time, I trust I am not too assumptive in thinking that you really desired an Atlantic Ocean race, so long as it did not interfere with your intended trip to Suez Canal, &c.; but, to prevent any disappointment on both sides the Atlantic, with a simple desire for sport, honorable emulation, excitement, and a fair opportunity of really testing our different modes of build under varied circumstances, I now have the pleasure to offer you five races against the Cambria; but I may be permitted to say that, whatever the result of the races might be, they would not put five pounds in my pocket, directly or indirectly, as I never bet, being content with a nominal souvenir in the form of cups, in case of success, and of giving them if defeated.

Race No. 1.—A race in the first week in March, 1870, from Ryde round the Isle of Wight, Royal Thames Yacht Club measurement and time allowance; no restriction as to the number of hands, canvas, or friends; to start from our anchors all canvas down.

Race No. 2.—A race from Ryde round Cherbourg breakwater and back, Royal Thames Yacht Club measurement and time allowance; no restriction as to number of hands, canvas, or friends; to start from our anchors with foresail and mainsail set.

Race No. 3.—About the 7th to the 10th of March, a race from Cowes to New York, a flying start, and no question as to tonnage, time allowances, or restrictions of any description.

Races No. 4 and 5.—Two races in New York waters over the usual course of the New York Yacht Club, and in accordance with their mode of measurement; time allowance, or other usual conditions.

I am in hopes that you will find this communication agreeably acceptable, and that your friends in America will not be deprived of the Ocean race, to which they appear to attach so much interest and importance.

I am here weatherbound "*en route*" to Madeira, Canaries, the North Coast of Africa, and Suez Canal; and as my movements are so uncertain, will you kindly oblige me with an early reply, addressed to my town house, and it will be forwarded to me by my Secretary wherever I may happen to be.

Trusting that it may be convenient for you on this occasion to accept these challenges, and in the same spirit of friendliness which causes them to be made.

Faithfully yours,

JAMES ASHBURY.

To J. G. Bennett, Esq., Cowes, Isle of Wight.

NO. 12.—VOL. XVIII.

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Grand Hotel, Paris, Oct. 1869.

DEAR SIR,—I have received a registered document from you, dated Torquay, September 27th, in which you are kind enough to recapitulate, as you have sought opportunity to do on several occasions in the public journals, the circumstances attending the numerous challenges you have thrown out to American yachts, the *Dauntless* among the number, without having been fortunate enough to secure a race. As I am not in the habit of making my matches through the newspapers, or of advertising my reasons for giving or declining a challenge, I should have left your repeated publications unnoticed, believing that those who took sufficient interest in the subject to read them would possess intelligence enough to form a correct judgment of the facts. But, as you have coupled your third direct challenge to me with this sort of historical review, you will pardon me for correcting some of the misapprehensions under which you appear to labour in regard to the proposed ocean race between the *Dauntless* and the *Cambria*.

In October, 1868, you issued a series of challenges to American yachtsmen. One of your propositions was for a race from Cowes to New York, to start on the 1st day of last September. It was the belief in America that you desired to cross the Atlantic with the *Cambria*, and many persons thought that so spirited a yachtsman as yourself, coming voluntarily forward as the champion of England, and desirous of redeeming the America's Cup, of which you generously made disposition in advance, would have been gratified by the acceptance of your several challenges by different American yachts, if you could not find any single vessel prepared to sail the whole of them. I was one of those persons, and in December, 1868, I accepted your challenge for an Atlantic Ocean race. I stated in my letter to you at the time that I declined to sail the *Cambria* any of the races proposed, except that one. As I am not in the habit of saying one thing and meaning another, you must excuse me if I have regarded your constant repetition of the challenges I then distinctly declined as superfluous, and only complicating the real point at issue between us—an Atlantic Ocean race. You refused to sail me; but you subsequently modified your refusal, and desired to leave my acceptance of your challenge open until the settlement of the question, whether an arbitrary rule of measurement adopted by one country should be binding on the vessels of another in an international contest.

This was the condition of affairs when the *Dauntless* arrived in England last July, and hence you will at once perceive that you must be mistaken in your impression that on the 1st of August I challenge

you for a race from Cowes to New York, starting on September 1st. That was the precise challenge already given by you in October, 1868, accepted by me in December following, and, at your request, held open until the arrival of the *Dauntless* in England. Whatever conversation we had on the 1st of August was only intended to signify my adherence to my previous acceptance of your challenge for an ocean race.

On Monday, August 9th, I received a letter from you challenging me to three races, and requiring me to accept them all; first, from Ryde round the Isle of Wight, with Thames measurement and time allowance, as per Royal Victoria Yacht Club Rules; second, from Cherbourg round the Nab Light and back, with the same condition; and, third, from Cowes to New York, starting on September 1st, for a service of plate of the value of £250.

It is unnecessary for me to explain why I did not reply promptly to this communication. As you made the ocean race conditional upon my acceptance of other propositions which I had already twice declined—once before and once since my arrival in England—I saw no prospect of your sailing me across the Atlantic.

On the 20th of August you again challenged me to two races—first, round the Isle of Wight, with the same conditions as in the former challenges, and second, a race to New York on the 1st of September. In that letter you write as follows:—

As I am unable to make any final arrangements until I hear from you, I request the favor of your early reply, but, in the event of my not hearing from you within 24 hours from the time you receive this communication, I shall consider that it is not convenient for you to accept my proposals, and that I shall then be free to sail to New York to race for the America Cup of '51, if allowed to compete for it, or, if not, to proceed on an intended cruise.

This letter was forwarded to me in London, and was not received until the morning of the 23rd. I was sorry to find it as unsatisfactory as your first communication. I feared that I could not have made you understand that in accepting your first challenge for an ocean race I declined to sail you any other course, and I regretted that you should waste your time and disappoint the expectations you had raised of a series of brilliant international contests by challenging me over and over again to inland matches, which I had repeatedly refused to sail, and which other American yachtsmen stood ready to accept. In order, therefore, to enable you to decide whether you would or would not sail an Atlantic race singly against the *Dauntless*, I immediately sent you, on the morning of August 23rd, the following telegram:—

"From James Gordon Bennett, jun., Long's Hotel, New Bond-street, London, to James Ashbury, yacht Cambria, Ryde, Isle of Wight.

"In December last I accepted your challenge for an Ocean race with an American yacht across the Atlantic. You refused to race me, and I supposed there was an end to the matter. As you have now reconsidered your refusal and challenge the Dauntless to an Atlantic race, I accept your proposition, and, exercising the recognized right of the challenged party, I name the course from Cape Clear to the Light-ship off Sandy Hook, and the day of sailing the 15th of September. I have only this moment received your letter of the 20th inst., which has been forwarded to me in London, and I hasten to reply by telegraph in order that you may at once learn that your challenge is accepted.—August 23rd, 1869."

You declined to race me on the plea that you did not choose to start as late as the 15th of the month. I declined to start earlier, and you will here permit me to say that I claim to know better than any carpenter or sailmaker, or even than yourself, how long a time I require to fit my own vessel for an Ocean race.

I subsequently ascertained that on August 23rd, the same day on which you received the above telegram from me, you sent a cable despatch to the committee of the New York Yacht Club expressing your regret that you could not compete this year in American waters for the America's Cup, as at your own solicitation you had been heartily invited to do, and giving as a reason for the disappointment the following:—

"Dauntless's challenge for a race from Cowes to New York has been unreservedly accepted by Cambria for September 1st."

This despatch surprised me greatly, and it will, no doubt, equally surprise you when your letters August 7th and August 20th are recalled to your memory. You will see from them not only that you were mistaken in supposing that you had 'unreservedly accepted' a challenge from me for a race to New York on September 1st, but that you had not 'unreservedly' given me any such challenge, for in both letters the ocean race is coupled with other propositions. But, apart from this, I really regretted that you had so misunderstood the true position of affairs as to mislead the New York Yacht Club into the belief that a race to New York on September 1st. had actually been agreed upon between the Dauntless and the Cambria. I certainly was not aware of such an agreement, and I was puzzled to conceive how you could have laboured under such a misapprehension. If your cable despatch of August 23rd was sent before my telegram of the same date, you must surely have forgotten that in your challenge of August 20th you had written as follows:—

In the event of my not hearing from you within twenty-four hours from the time you receive this communication I shall consider that it is not convenient for you to accept my proposals, and that I shall then be free to sail to New York to race for the America's Cup, &c."

You addressed that letter to me at Cowes, where you supposed me to be, and as it was mailed at Ryde on the 20th, you had a right to consider that the time of grace you had so kindly given me had expired, and that it was not convenient for me to accept your proposals. These facts must, unfortunately, have escaped your memory, or you would no doubt have informed the New York Yacht Club that you were "free to sail to New York to race for the America's Cup," and not that you had "unreservedly accepted the Dauntless's challenge for a race to New York on September 1st," which had never been given.

If your Cable despatch of August 23rd was sent after the receipt of my telegram of the same date, you must have been labouring under an equally curious misapprehension, since I accepted your challenge, and named the 15th, and not the 1st, as the day of starting.

In your communication of September 27th you have again given me a list of challenges, five in number.*

I regret you should have thought it necessary to select March for the Ocean race, when June or July would have been a less hazardous, and, to me, far more agreeable season. But, as you chose to limit me to the first ten days of that stormy and disagreeable month, I am unwilling to risk another disappointment by altering the date you have suggested. I therefore reply as I have replied before. I decline all your propositions for inland races. For the third time I accept your challenge for an Atlantic Ocean race. I name the course from the Old Head of Kinsale to the lightship off Sandy Hook; the day of sailing the 8th of March, 1870. I propose to race you for a service of plate of the value of £10,000; 5,000 to be deposited by each of us in such London Bank as may be agreed; upon the service of plate to be manufactured as soon as a design is accepted; and to remain in the manufacturer's hands until the race has been decided, and then to receive the necessary inscriptions. I am, like yourself, entirely opposed to betting, but I regard the proposed race as one of sufficient interest to render it desirable that the winner should possess a testimonial worthy of the event. In case, however, you object to the above wager I will modify it to meet your views; or, if you prefer the contest shall be one of honour merely, let the trophy simply be a set of colours.

Should you again refuse to sail the Dauntless an Atlantic Ocean

* See page 551.

race, you will, I am sure, see that any further communication between us on this subject must be profitless.

As you assume in your letter of September 27th that the *Dauntless* is a representative vessel, I beg to say I do not claim, and am not entitled to claim, any representative character for my yacht or my races. However unquestioned may be your right to regard the *Cambria* as the champion yacht of England, I certainly make no pretence to regard the *Dauntless* as the champion yacht of America, and in accepting one of your numerous challenges I have done so simply on my own responsibility.

My acceptance of only one of your propositions need not baulk your laudable desire to "test the respective builds of American and English yachts" by other and inland contests. You have already, I believe, an engagement for a race in English waters with the *Sappho* next spring, and I feel confident that you must have so shaped your series of challenges to me of September 27th as to avoid next year a repetition of the annoyance of being compelled to deprive yourself of a race with one yacht on account of pending negotiations with another. At all events, I am quite sure that Mr. Douglas, the owner of the *Sappho*, will adapt the date of his race so as to enable you to leave England on your Ocean race with the *Dauntless* on March 8th. The New York Yacht Club have already heartily welcomed you to one or more races in American waters should you cross the Atlantic, and you have now ample time before you to comply strictly with every requirement preliminary to a contest for the America's Cup in 1870. I congratulate you, therefore, on the certainty of being able to secure at once for next season all the races with American vessels that you have this season so industriously sought and so unfortunately missed.

I am sure you will not object to my sending this communication to the papers at the same time that I forward it to you, as you have already published in several journals those erroneous statements in reference to the proposed Atlantic Ocean race between the *Dauntless* and the *Cambria* which it is the purpose of this letter to correct.

I am, dear Sir, your obedient servant,

JAMES GORDON BENNETT, JUNR.

James Ashbury, Esq., Yacht Cambria.

THE MERCHANT SHIPPING BILL OF 1869.

IN the year 1854 the various Acts of Parliament relating to Merchant Shipping and Navigation which, from time to time from the reign of Queen Elizabeth, had been enacted, were, for the most part repeated and consolidated in a new act entitled, in brief, "The Merchant Shipping Act, 1854." Amendments to that act, and various other acts relating to merchant shipping, have since been enacted; and it is now proposed to repeal and consolidate those acts in a new one, the short title of which will be "The Merchant Shipping Act, 1870."

Some idea may be formed of the vast and complicated nature of the interests to be protected from the fact that, simplified and consolidated as are the enactments embodied in this Bill, it yet contains no less than 18 parts, divided into 733 clauses, and 19 schedules, the whole occupying 340 quarto pages. The enumeration of even the headings of the various subjects that are thus legally provided for occupies, it will be seen, a considerable space in our columns; yet we are not prepared to say that there is any prolixity or over-legislation throughout the Bill. For it must be remembered that so enormous is the trade of this country that its merchant shipping now nearly, if not quite, equals that of all the rest of the world; and that there are thus, as it were, two British empires to be governed and legislated for—the one on the land, and the other on the sea.

At present we shall only refer to wrecks, to the means for preventing them; and to those provided for the rescue of shipwrecked persons; nevertheless, since the general welfare and efficiency of the mercantile marine, both as regards ships and men, must to a great extent indirectly affect the number of disasters at sea, it may be difficult to say what parts of the Bill, if any, do not more or less remotely influence the number of lives that are lost.

Looking, then, to the general interest of the subject, and to give the ordinary reader a general idea of the character of this important Bill, we preface our remarks on those parts which more directly affect us with an enumeration of the headings of the several subjects dealt with:—

PART I.—*British Ships; their Ownership, Measurement, and Registration.*—Measurement of Tonnage: Registry of British Ships: Certificate of Registry, Transfers and Transmissions: Mortgages: Certificates of Mortgage and Sale: Registry anew, and transfer of Registry: Registry, miscellaneous: National Character, Liabilities of Owners: Forgery: Evidence.

PART II.—*Masters and Seamen.*—Local Marine Boards: Certifi-

cates of Masters, Mates, and Engineers: Mercantile Marine Officers: Apprenticeship to Sea Service: Engagements of Seamen: Agreements for Service: Production of Agreements, Certificates, and Official Logs, Allotment of Wages: Discharge, and Payment of Wages in the United Kingdom: Legal Rights to Wages: Mode of Recovering Wages; Wages and Effects of Deceased Seamen; Remittance of Wages, Savings' Banks, Insurance, and Annuities for Seamen: Relief to Seamen's Families out of Poor Rates: Leaving Seamen abroad: Volunteering into the Navy: Provisions, Health, and Accommodation: Power of Making Complaint; Protection of Seamen from Imposition: Discipline: Naval and Consular Courts on the High Seas and Abroad: Official Logs: Registration of, and Returns respecting Seamen: East Indies and Colonies.

PART III.—*Safety and Prevention of Accidents.*—Regulations for Preventing Collision: Equipments and Safety: Survey of Passenger Steamers: Keeping Order in Passenger Steamers: Foreign Passenger Steamers: Accidents: Carrying dangerous Goods: Chain Cables and Anchors.

PART IV.—*Delivery of Goods and Lien for Freight.*

PART V.—*Liability of Shipowners.*

PART VI.—*Wrecks, Casualties, and Salvage.*—Inquiries respecting Casualties to Shipping: Vessels in Distress: Wreck: Unclaimed Wreck: Offences in respect of Wreck: Salvage of Life and Salvage within the United Kingdom: Procedure in Salvage generally: Salvage by Her Majesty's Ships: Jurisdiction of Courts of Admiralty in Salvage: Appointment of receivers of Wreck: Fees of Receivers of Wreck: Miscellaneous.

PART VII.—*Pilotage.*—Application: Trinity House: Provisional Orders: General Powers of Pilotage Authorities: Returns by Pilotage Authorities: Licensing of Pilots: Pilotage Dues: Compulsory Payment of Pilotage Dues, and Exemption therefrom: Licensing of Masters and Mates: Offences of Pilots: Pilot Boats: Trinity House Pilot Fund.

PART VIII.—*Lighthouses, Lights, and Sea-marks.*—Construction of this Part: Management of Lighthouses and Sea-marks: Construction of New Lighthouses and Sea-marks, by General Lighthouse Authorities: General Light Dues: Local Lighthouse Authorities: Construction of Lighthouses, &c., by Local Authorities: Control of General or Local Authorities: Surrender of Local Lighthouses: Colonial Lighthouses and Sea-marks: False Lights and Damage to Lighthouses.

PART IX.—*Conservancy.*—Preliminary Inquiries: Regulations as to Work: Obstructions to Navigation: Removal of Shingle: Transfer of Board of Trade of Powers under Existing Special Acts.

PART X.—Harbours—Provisions applicable to Existing and Future Harbour Authorities: Harbour Dues: Accounts: Officers and Servants: Harbour Regulations: Bye-laws: Warehouses, Cranes, &c.: Life-boats: Tide Gauges and Barometers: Damage in Harbour: Her Majesty's Customs: Sites for Protecting Batteries: Special Acts for Harbours: Subjection of Harbour to General Acts.

PART XI.—Loans to Harbour Authorities.

PART XII.—Powers for Harbours by Provisional Orders.

PART XIII.—Local Charges on Shipping.—Dues, General: General Savings: Liability for Dues: Dues Levied on Ships not to be sold or charged: Transfer of Shipping Dues to Harbour Authorities.

PART XIV.—The Board of Trade.

PART XV.—Mercantile Marine Fund.—Maintenance and Application.

PART XVI.—Provisional Orders.

PART XVII.—Legal Procedure.

PART XVIII.—Miscellaneous.—Coasting Trade.

The first part of this Bill, comprising 108 clauses, forms a very complete code, embracing all questions concerning property in Ships, their Identity, Ownership, Registry, Measurement for Tonnage, &c.

The second part, in no less than 211 clauses, includes all matters connected with Masters and Seamen, and is of a very comprehensive character, as will have been seen in the above enumeration of the many subjects on which it treats. Its importance cannot, indeed, be exaggerated, for the comfort, happiness, efficiency, and characters of the vast body of men who work our Merchant Fleet, and who represent our country, and bring credit or discredit on it, as the case may be, in every part of the globe, must be very much affected by the laws by which they are governed.

The clauses in this part, having reference to the entry, engagements, and wages of seamen, are very complete.

Those for facilitating apprenticeships of pauper boys by the "Guardians of the Poor," and for their subsequent protection, are also appropriate. We should, however, have been glad if a modification of the former system of apprenticeship, which compelled every ship to carry apprentices proportional to her tonnage, and which maintained a sufficient supply of good seamen, could have been again introduced; but we presume the government have not felt able to do so, although the gradual deterioration of our merchant sailors, since that invaluable nursery for rearing them was broken up, at the desire of the British ship-owner, has been a matter of general remark and regret.

The clauses from 261 to 268, for the "Protection of Seamen from Imposition," are all that could be wished for. A valuable addition to the previously existing law on this subject is the empowering all harbour authorities to license persons to act as porters for the conveyance of seamen's luggage and effects from their vessels to their lodgings on shore, on their being discharged. This will be a great boon to the merchant seamen, especially at the greater ports, where they and their effects are commonly pounced on, and taken almost forcible possession of, by unlicensed ruffians employed by the crimps and lodging-house keepers, for the purpose of securing them and conveying them to their infamous dens. A respectable body of licensed porters might, on the other hand, be made a medium for placing the often weak and easily seduced sailor in respectable quarters, both to his own and his country's good.

The clauses from 269 to 301, for enforcing Discipline, and establishing Naval and Consular Courts on the High Seas and Abroad, do not call for any special comment. Terms of imprisonments and forfeiture of wages constitute the modes of punishment of the seamen, whilst masters are liable, in certain cases, to be superseded from the command of their ships.

We next come to one of those portions of the Bill which more especially interests us, viz., those which affect human life.

Part three, entitled Safety and Prevention of Accidents, contains 58 clauses. The first clauses under this head have reference to collisions, the rules for preventing which are embodied in the 12th schedule, which defines the character and position of the lights to be carried in the night, the character of fog-signals, and the position in which the helm is to be put on board vessels whenever in danger of coming into contact on passing each other in contrary or transverse directions. These rules—which are the same which have been in use since June, 1863, we have not space to enumerate in detail. They appear to be suitable and judicious.

As casualties from collision are almost of necessity always on the increase, owing to the rapidly increasing number of vessels that, as the population of the world multiplies, are engaged in supplying their mutual wants, so the precautionary means for lessening the number of such disasters, and those for preserving the lives that are put in peril by them become also matter of ever-increasing importance. Not the least important of the clauses in this part of the Bill are the 330th and 331st, the former of which requires the person in charge of any vessel coming into collision with another to use his utmost endeavour, so far as the safety of his own vessel will allow him to do so, to save those on board the other vessel from any danger caused by the collision. It also makes him liable to the cancelling or suspension of his certificate for any neglect in this respect.

We think that this clause might, without injustice, have been made still more stringent, and have made the master of a vessel guilty of wilful neglect in this particular, liable to imprisonment. For to desert a sinking ship, and deliberately leave those on board it to perish, which has often been done, can be characterised as nothing else than wilful homicide of the most dastardly and hard-hearted kind.

The 331st clause requires a detailed account of every collision, to be immediately afterwards entered in the official log of every vessel surviving the accident, and makes the master liable to a penalty of £20 for neglecting to do so.

Then follows a most important clause, No. 332, entitled "Seaworthiness and Equipments." It is divided into nine heads, the—

1st.—Requires that every sea-going ship shall be provided with lights, and with the means for making fog-signals.

2nd.—That she shall have a scale of feet showing her draught of water accurately, cut or painted on her stem and stern.

3rd.—That she shall be provided with efficient boats, rafts, or other appliances for saving life, kept at all times fit and ready for use, and supplied with all requisites for use, sufficient in numbers and of the size and description proper for the service, regard being had to the number of persons carried, the size of the ship, the nature and deviation of the voyage, and like circumstances, and with a sufficient number of life-buoys and life-jackets for use in emergency.

4th.—That, if carrying more than ten passengers, she shall, besides the above, be provided with a life-boat or sufficient number of life-boats, kept at all times fit and ready for use.

5th.—That if built wholly or partly of iron, she shall have her compasses adjusted from time to time.

6th.—That if a steam-ship, she shall be provided with a safety-valve on each boiler, so constructed that the weight thereon cannot be increased when the steam is up, and that the pressure of steam in the boiler cannot be increased beyond a safe and proper amount, &c.

7th.—That every such ship shall be provided with proper pumps, with a hose capable of being connected with the engines of the ship, and adapted for extinguishing fire in any part of a ship.

8th.—That every such ship employed to carry passengers shall be provided with twelve blue-lights or twelve port-fires, and a cannon with not less than twelve charges of powder for making signals of distress.

9th.—That every coasting steam-ship carrying passengers shall be provided with such shelter for their protection as shall be required by the Board of Trade.

We deem some of these requirements of such importance as to require some comments on them.

We think that the value of the 2nd, would have been much enhanced if it had made it obligatory on every British vessel to have a load water-line cut and painted along its whole length, beyond which it should be illegal to immerse her; and that any officer under the Board of Trade, the Customs, or Admiralty, should have authority to detain such vessel in port until lightened, and the authorized load-line raised to the water's edge.

The 3rd and 6th requirements form a considerable step in advance on the corresponding ones in the "Merchant Shipping Act of 1854;" but they nevertheless have the same fatal defect of vagueness which neutralized, to so great an extent the value of the latter, inasmuch as that they contain no definition of what are efficient life-boats, or life-jackets, or life-buoys. An old authority says, "If the trumpet give an uncertain sound, who shall prepare himself for the battle?" So we can affirm, to a certainty, that no efficient life-boats, life-buoys, or life-jackets will be provided on board merchant-vessels unless some definition be made of their character.

We will remark on each of these two important instruments separately:

Life Boats.—As regards life-boats: it is not likely an efficient ship's life-boat will ever be generally introduced in passenger-ships, unless the character of such boats is defined,—firstly, because there is a general ignorance on the subject; and, secondly, because ship owners will not incur any expense that they can avoid in the equipment of their ships.

It is generally supposed that all that is required to constitute a suitable ship's life-boat is to place in it buoyant matter, in the shape of a long bag of cork shavings lashed along each side of the boat, beneath the thwarts, or two tin or zinc cylinders, sufficiently large to prevent its foundering if filled with water. This, however, is a great mistake, since unless a boat floats sufficiently high to be manageable after being filled by a sea, it is nothing better than a bad life-buoy. Also, unless the sides of a boat are completely occupied by air compartments or water-tight empty cases, of sufficient width to prevent the water in it from rushing from side to side, it will not only be unmanageable, from having insufficient buoyancy, but its lateral stability will be so slight, that any moderately rough sea will suffice to upset it. So also, to prevent the rush of water from one end of the boat to the other, and thus to afford longitudinal stability as well as additional buoyancy, the extreme bow and stem of the boat should be completely occupied to the level of the thwarts with similar water-tight cases or compartments.

Unless a merchant ship's life-boat be made of iron, detached boxes or cases formed of slightly corrugated galvanized iron or zinc, uncovered, so as to be visible, and so as to let the air circulate round them, and portable, so that they might be occasionally displaced, examined, and painted, are undoubtedly better than mere compartments, which would be liable to become leaky. We think, however, that by far the best material for a merchant vessel's life-boat is the corrugated galvanized iron, on the plan of the American, Francis, as such boats are perhaps the only ones that will stand every change of weather, from extreme cold to continual exposure to a tropical sun, and from wet to dry, without ever becoming leaky; and their great strength and durability would in the end make them as cheap, or cheaper, than wooden boats of similar dimensions. We are not aware of the exact price which such boats would cost; but efficient wooden life-boats with water-tight cases ought to be built for 30s. per foot.

Whether, however, made of wood or iron, an efficient ship's life-boat might be thus shortly defined:—

1st.—To have the extreme bow and stern, from the floor to the level of the thwarts, each occupied by a detached metallic or other water-tight case, not less than one-eighth of the length of the boat.

2nd.—To have similar water-tight cases to occupy the extreme sides of the boat, from the floor to the thwarts, each case to be not less than one-fifth of the corresponding part of the width of the boat, throughout the length, between the air-cases at the bow and stern.

Life Buoys.—Thus also with regard to life-buoys, a life-buoy of a very superior description has been recently patented by Messrs. Welch and Bouchier which will probably be generally adopted for the Royal Navy, but its great cost, no less than £30 makes it unadapted for general use in the Merchant Service. The ordinary ring life-buoy if made of solid cork, and of sufficient size to pass over the shoulders of a stout man is perhaps all that could be insisted on, but it might be thus defined:—To be made of solid cork, covered with painted calico or other cloth, the interior of the ring to be not less than eighteen inches in diameter, and to have not less than 36lbs. of buoyant property, i.e., to be capable of supporting not less than 36lbs. of iron at the water's surface.

Life Belts.—So again as regards life-jackets, or, life-belts, if no official definition is given of what will be considered efficient, to a certainty the greater number of those carried on board our merchant vessels will be comparatively worthless, and the letter of the Bill will be carried out without the production of its intended effect. We can see no difficulty in the way of thus defining such a life-jacket as should be held to be

efficient by the constituted authorities since really efficient ones can be made for five shillings each, which is so low a price, that no ship-owner could complain of having to pay it. An efficient life-belt for ship's use may be thus defined:—

To be made of solid cork, uncovered, so as to be open to inspection, and easy of repair. To have not less than 20lbs. of buoyant property, and to be so fitted as to be secured closely under the arms, and to be prevented from slipping down round the hips of the wearer. It should likewise be required that the life-belts should be kept in a convenient place on the upper deck, or within reach from the upper deck, so that they could be quickly obtained and put on, in the event of any sudden emergency, such as a collision, or the striking on a sunken rock.

As before stated, we think it a great step in advance that vessels should be required to carry life-belts at all; we trust, however, that it is not yet too late to make the requirement still more effective by adding to this clause some such definition as the above. The clauses 363 to 377 refer to a very important subject—the testing of anchors and cables. Our space will not admit of our enlarging upon them. Their practical application is, however, embodied in the 374th clause, which is as follows:—

“It shall not be lawful for any maker of or dealer in chain-ables or anchors to sell or contract for the use of any vessel any chain cable whatever, or any anchor exceeding in weight 168 lbs., unless such cable or anchor has been previously tested and duly stamped, in accordance with the provisions of this Bill; and if any person acts in contravention of this provision he shall for every such offence be liable to a penalty not exceeding £50.”

As there have, probably, been few other causes that have occasioned more loss of lives and property than defective anchors and cables, the great importance of this requirement will be readily conceived.

These clauses conclude Part III. of the Bill. We must reserve our remarks on those portions of the remaining parts which come within our sphere for a future number.

The Bill will, no doubt, pass through Parliament next Session, and it is to come into operation on the 1st of May, 1870.

TEMPLE YACHT CLUB MATCHES.

THIS club quietly pursues its course—numbering many small yachts on its list, and at the proper season giving prizes for competition amongst them. The “filthy lucre” is not hoarded, but on the contrary freely expended. We have to log three matches this season, the whole of which came off in good order:—For the handicap match twelve yachts entered, but only eight came to the starting, viz.—Rifleman, 7 tons, Mr. W. Antill; Lulu, 6 tons, Mr. W. Thompson; Minnie, 6 tons, Mr. R. Warren; Teazer, 5 tons, Mr. Phillips; Gnat, 4 tons, and Little Vixen, 4 tons Mr. B. Hatchman; Banshee, 4 tons, Mr. Laxton; Violet, Mr. Gritten.

It the Commodore's absence Mr. Johnson acted as officer of the day. The yachts got away at 11h. a.m. Wind W.S.W., fresh, the Violet taking the lead for some distance. There was a very good match to Erith between the Rifleman, Lulu, and Minnie, when the Rifleman passed to windward of the two latter, and maintained the lead to the buoy below Gravesend, which was rounded by Rifleman at 12h. 55m.; Lulu, 12h. 57m. 30s.; Minnie, 1h. Gnat, 1h. 5m.; Teazer 1h. 10m.; Little Vixen, 1h. 12m.; Violet, 1h. 13m.; Banshee, 1h. 15m. After rounding the wind freshened considerably, and they were compelled to stow topsails and make all snug for the beat home. Little Vixen carried away her topmast. Rifleman maintained the lead to Barking, where a barge bore down upon her and caused her to miss stays, and the Minnie took the lead. There was a splendid race up to the winning buoy, which was passed in the following order:—Minnie, 4h. 40m.; Rifleman, 4h. 41m.; Lulu, 4h. 43m. 15s.; Gnat, 5h. 1m. 30., Little Vixen, 5h. 2m.; Teazer, 5h. 17m.; Banshee, 5h. 27m.; Violet, 5h. 32m. The Minnie thus became the winner of the first prize, and the Lulu, having to receive three minutes' allowance from the Rifleman, took the second. The Rear-Commodore presented the prizes at the club-house in the evening.

August 2nd.—Another match came off between Rifleman, Little Vixen, Lulu, Dagmar, 5 tons; Sea Mew, 6 tons; Gem, 9 tons.

The Gem, through an accident, not starting from her station, was disqualified. They got off at 12h. 20m. p.m., with the exception of the Rifleman, which was delayed some minutes, having her anchor foul of a brig's moorings. Wind west, fresh, and squally.

The buoy at Greenhithe was rounded by Rifleman at 2h. 4m., Dagmar 2h. 6m., Lulu 2h. 7m., Little Vixen 2h. 7m. 30s., and Sea Mew 2h. 14m.

After rounding, jibs and topsails were shifted for the beat home, the Rifleman rapidly leaving the others astern.

Off Woolwich, the Dagmar had the misfortune to carry away her gaff, thereby losing a very good chance of winning the second prize.

The winning buoy was passed by Rifleman 4h. 47m., Lulu 4h. 59m., Little Vixen 5h. 1m. 45s.; the Sea Mew was not timed.

The prizes were presented by Commodore Hildersley to Messrs. Antill, Thompson, and Hatchman, at the club-house, Charlton.

September 1st.—A third match was contested by Lulu, Teazer, and Little Vixen, from Charlton to Greenbithe. A capital start was effected, with a good working breeze. All canted to the north shore, Vixen smart with her topsails, bore away with a clear lead until opening Barking Reach, when she was passed by the Lulu; and the Teazer, creeping up, ran through her boats, the distance buoy being rounded as under:—Teazer, 1h. 39m. 30s.; Lulu, 1h. 41m. 5s.; Vixen, 1h. 45m. All set balloon topsails after rounding for the run home. Half through Long Reach Lulu passed Teazer, and went away with a clear lead, the winning buoy being passed as under:—Lulu, 3h. 38m.; Teazer, 3h. 44m.; Vixen, 3h. 50m. The prizes, a handsome silver cup and a service of plate, were presented in the evening.

GREAT GRIMSBY REGATTA.

THIS regatta took place in July, and was largely attended, as well by distant as by local visitors. The steamer Liverpool conveyed the committee and a few invited friends on board to witness the contest, and the St. Clare band, which was stationed on the steamer, contributed to the pleasures of the day. Mr. T. Booth acted as judge. The first race announced to take place was for a prize of 40 guineas, to be sailed for by yachts of 30 tons and upwards; but as the rules required three to start, while only two yachts entered, the contest was dispensed with, and the yachts were allowed to enter in the second match.

Plate of the value of 20 guineas; half a minute per ton for difference of tonnage; £5 for second yacht.

Coralie, 38 tons, Captain Seddon; Nettie, 12 tons, J. R. Kerston, Esq.; Ivy, 18 tons, Captain Cator, R.N.; Crusader, 30 tons, — Beveridge, Esq.; Mabella, 28 tons, E. Davis, Esq.

The course was from moorings round the Lower Burcom Buoy, from thence to the Middle Sand light vessel, passing her on the starboard hand, then round the Bull Sand light vessel, passing her on the starboard hand, then to the Middle Sand light vessel, passing her on the port hand, then round the Lower Burcom Buoy, passing it on the starboard hand, and then up to the Flagship, passing her on the starboard. The start was effected at 11h. 5m., and the Mabella may be said to have had matters all her own way. The match closed thus:—Mabella, 2h. 5m. 30s.; Crusader, 2h. 26m.; Ivy, 2h. 26m. 25s.; Nettie, 2h. 31m. 12s.; Coralie, 2h. 25m.

Mabella received the first prize, Crusader second.

SUMMARY OF THE SEASON OF 1869.

OUR readers will find in the annexed Tables, an account as near as can collect of the names of yachts which have won prizes during the past season, and in case of any error we shall be grateful for correction.

Starting Vessels *in Italics* came in first but lost by time or otherwise.

Regattas and Matches.	Date.	Winning Yachts.	Rig Ton	Owners.	Value £	Starting Yachts.
ROYAL LONDON.....	May 21	Sphinx	cut 48	J. S. Earle, Esq.	100	Volante, Muriel, Cambria
		Volante	cut 60	H. C. Maudslay, Esq.	50	Second prize
	June 19	Druid	yl 72	T. Groves, Esq.	105	Cambria, Flying Cloud, Witchcraft, Fions gave up
ROYAL THAMES.....	May 24	Sphinx	cut 46	J. S. Earle, Esq.	105	Condor, Fions, Volante, Muriel, Menai
		Muriel	cut 40	H. Bridson, Esq.	30	Second prize
	June 5	Egeria.....	sch 152	J. Mulholland, Esq. ...	100	Cambria, Gloriana, Witchcraft
		Gloriana.....	sch 133	A. O. Wilkinson, Esq. ...	30	Second prize by time
		Flying Cloud.....	sch 75	Count E. Batthyany. .	50	Fleur de Lys
CHANNEL MATCH.....	June 21	Julia	cut 113	G. F. Moss, Esq.	100	Condor, Fions, Christabel, Egeria, Cambria,
		Egeria.....	sch 152	J. Mulholland, Esq. ...	50	Alarm, Surge, Flying Cloud, Witchcraft
DOVER TO CHERBOURG	23	Egeria.....	sch 152	J. Mulholland, Esq. ...	67	Guinevere, Condor, Cambria, Alarm
		Guinevere	sch 234	C. Thellusson, Esq. ...	33	Second prize
ROYAL MERSEY.....	June 5	Ariadne	cut 90	A. Wood, Esq.	(Mr. Drinkwater's prize.)	Phasma, Siesta,
First Class.....	July 5	Oimara	cut 165	C. J. Tennent, Esq. ...	70	Condor, Fions, Pantomime
		Condor	cut 130	Major Ewing	30	Second prize—Volante, Avalanche, Muriel,
Second Class.....		Muriel	cut 40	H. Bridson, Esq.	40	Amberwitch
		Lizzie	cut 20	C. H. Coddington, Esq.	25	Vampire, Kittiwake, Frolic
		Vampire.....	cut 23	T. Cuthbert, Esq.	10	Second prize
Ladies' Cup.....	6	Imara	cut 165	C. J. Tennent, Esq. ...	70	Fions, Condor, Mosquito, Avalanche
V.-Commodore's Cup		Pantomime	sch 148	Col. Markham	60	Egeria, Siesta
Mr. Griffith's Cup		Phasma	cut 34	T. Lloyd, Esq.	50	Muriel (Lizzie and Vampire disabled)
ROYAL HARWICH...	July 5	Surge	cut 54	H. Bessemer, Esq.	40	Endora, Oberon
		Endora	cut 21	T. E. Twycross, Esq.	10	Second prize
		Anita	sch 43	E. Packard, Esq.	20	Ariel, Violet and Water Witch gave up
		Ariel	sch 12	T. M. Read, Esq.	5	Second prize
		Blanche	yl 19	H. G. Lord, Esq.	15	Eva, Ocean Pearl
		Eva	cut 21	W. L. Lowe, Esq.	5	Second prize

Regattas and Matches.	Date.	Winning Yachts.	Rig Ton	Owners.	Value £	Starting Yachts.
ROYAL CORK	June 29	Queen	cut	15 W. R. Johnson, Esq.	10	Laura £5
		Mamie	cut	22 H. H. O'Brien, Esq.	20	Lizzie, (Queen carried away bobstay)
		Lizzie	cut	20 C. H. Coddington, Esq.	5	Second prize
		30 Volante	cut	59 H. C. Maudslay, Esq.	175	Including Queen's Cup,—Gertrude, Muriel, Avalanche, Kilmeny, Torpid, Heroine, [Psyche
		Gertrude	sch	67 M. Hayes, Esq.	25	Second prize
ROYAL NORTHERN. July 14		Kilmeny	cut	30 P. S. French, Esq.	30	Third prize
		Torpid	cut	28 Major Longfield.	10	Fourth prize
		Oimara	cut	162 C. J. Tennent, Esq.	100	Queen's Cup—Mosquito, Fiona, Condor
		Muriel	cut	40 H. Bridson, Esq.	40	Kilmeny, Aglala, Avon
		Fairlie	cut	15 R. Ferguson, Esq.	20	Denburn, Reverie, Dinorah not timed
ROYAL SOUTHERN. July 15		Vision	cut	2 M. Carswell, Esq.	10	Ripple
		Oimara	cut	162 C. J. Tennent, Esq.	75	Condor, Fiona
		Persis	sch	71 T. Stevens, Esq.	50	Aglala, Reverie
		Avon	cut	30 W. Wylie, Esq.	30	Muriel, Denburn
		Vampire	cut	20 T. Cuthbert, Esq.	15	Queen, Lizzie
ROYAL WESTERN. July 27		Hirondelle	cut	68 Lord H. Lennox.	105	Menai, Christabel, Rosebud, Flying Cloud
		Thought	cut	27 G. Wells, Esq.	40	Queen
		Queen	cut	40 W. Bird, Esq.	10	Second prize
ROYAL WESTERN ... July 27 (ENGLAND)		Vanguard	cut	30 Col. Verschoye	60	Rose of Devon, 1, Fiona 2, Muriel 4
		Fiona	cut	78 E. Boucher, Esq.	20	Second prize—by time
		Buccaneer	cut	12 Capt. Bayly	10	Quiver, Prosperpine, Ida
		Quiver	cut	12 Capt. Chamberlayne ..	5	Second prize
		18 Alarm	sch	236 G. Duppa, Esq.	80	Flying Cloud, Egeria, Sea Wraith
ROYAL WESTERN. July 27		Flying Cloud	sch	75 Count Bathiany	20	Second prize
		Fiona	cut	78 E. Boucher, Esq.	50	Mosquito 2, Muriel 3, Vanguard, Volante, [Thought
		Muriel	cut	40 H. Bridson, Esq.	25	Second prize by time
		Ida	cut	11 R. Hocking, Esq.	10	Buccaneer, Quiver, Prosperpine, Stella
			cut			

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners.	Value £.	Starting Yachts.
ROYAL IRISH.....	July 21	Oimara	cut	169	C. J. Tennent, Esq....	75	Egeria, Mosquito, Volante
		Egeria.....	sch	132	J. Mulholland, Esq....	25	Second prize
		Muriel.....	cut	40	H. Bridson, Esq.	35	Amber Witch, Kilmeny, Torpid
		Amber Witch ..	yl	38	J. McCurdy, Esq....	15	Second prize
		Lizzie	cut	20	C. H. Coddington, Esq.	20	Vampire, Mamie,—Torch assisted Queen and [Siren disabled
		Flirt	cut	7	J. F. Meldon, Esq.....	7	Nikomi disabled
		22 Volante	cut	60	H. C. Mandalay, Esq.	60	Mosquito, Gertrude disabled
		Amberwitch	yl	38	J. McCurdy, Esq.....	60	Kilmeny, Echo, Dinorah
		Mamie	cut	32	H. H. O'Brien, Esq. .	25	Lizzie, Vampire, Torpid
		Torch	cut	15	G. B. Thompson, Esq.	15	Queen, Ripple, Venture, Mora, Magnet, Meta
ROYAL YORKSHIRE	July 23	Torment.....	cut	5	J. Todhunter, Esq.....	7	Flirt, Nikomi, Peri disabled
		Cambria	sch	188	J. Ashbury, Esq.	100	Julia, Nettie, Avoset, Coralie, Anita, Mabella
		Julia	yl	122	G. F. Moss, Esq.	30	Second prize
		28 Avoset	yl	77	Sir H. Bacon, Bart. ...	63	Cambria, Anita, Coralie, Crusader, Mabella, Nettie, Watersprite
		Anita	sch	33	E. Packard, Esq.	21	Second prize
ROYAL SQUADRON..	Aug. 3	29 Ivy	cut	18	Captain Cator, R.N. ...	20	Sapphire, Coralie
		Coralie	cut	37	Captain Seddon.....	5	Second prize
		3 Egeria.....	sch	152	J. Mulholland, Esq....	100	Guinevere 1, Aline 2, Arrow 4, Vanguard 5, Psyche, Hirondelle, Pantomime, and Chris- tabel disabled
		4 Arrow.....	cut	94	T. Chamberlayne, Esq	75	Oimara 1, Condor 2, Sea Bird 3, Julia 5, Vo- lante 6, Vanguard 7, Christabel 8
		Volante	cut	60	H. C. Maudslay, Esq.	25	Second prize
		5 Arrow.....	cut	94	T. Chamberlayne, Esq	100	Aline, Oimara, Condor, Alarm, Cambria, Egeria, Volante, Vanguard, Flying Cloud, Julia, Pantomime, Dione, Psyche
		6 Aline	sch	215	R. Sutton, Esq.....	75	Cambria, Alarm, Egeria, Guinevere, Pantomime
		Cambria	sch	193	J. Ashbury, Esq.	25	Second prize

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners.	Value £	Starting Yachts.
ROYAL WELSH.....	July 30	Phasma	cut	34	T. Lloyd, Esq.	gs50	Amber Witch, Kittiwake
		Anemone	cut	16	T. Turner, Esq.	gs25	Echo, Dart
ROYAL VICTORIA.....	Aug. 10	Cambria.....	sch	193	J. Ashbury, Esq.	75	Oscar, Condor, Aline, Julia, Ferida, Pantomime, Zelia, Load Star, Marina, Bella Donna, Clutha, Amulet, Psyche, (Guinevere disabled)
<i>Marquis of Easington's Gift, £100.</i>		Condor	cut	129	Major Ewing	25	Second prize.
		Ferida.....	sch	178	Marquis of Drogheda..	50	Mr. Schneider's prize
	12	Egeria.....	sch	152	J. Mulholland, Esq....	100	Oimara 1, Aline 2, Guinevere 4, Condor, Pantomime, Fiona
	13	Psyche	cut	45	A. Congreve, Esq.	50	Eva
	14	Egeria.....	sch	152	J. Mulholland, Esq....	100	Alma, Condor, Pantomime, Volante, Hyacinth, Pleiad, Marina
	Sept. 9	Volante	cut	59	H. C. Mandelay, Esq..	25	Pantomime, Psyche, Hyacinth
ROYAL ALBERT	Aug. 18	Dudu	cut	12	G. Hamond, Esq.	21	Gipsy, Phantom 11 tons
		Brunette.....	cut	8	J. Newnham, Esq.	10	Vesta
		Vesta	cut	8	D. West, Esq.	3	Second prize
	19	Muriel.....	cut	40	H. Bridson, Esq.	gs50	Ch. Cup—Arrow, Fiona, Vanguard, Volante
		Flying Cloud....	sch	75	Count Batthyany	50	The only entry, Committee allowed her to sail alone
	20	Phantom	cut	11	G. Bishop, Esq.	gs21	Vampire, Dudu
	21	Fiona ..	cut	78	E. Boucher, Esq.	105	Arrow, Muriel, Volante, Flying Cloud, Hiron-delle, Psyche, Christabel
ROYAL DEE.....	July 20	Magic.....	cut	7	J. Bouch, Esq.	21	Dudu, Flirt
		Dudu	cut	6	J. M. Hay, Esq.		Entrance fees
RANELAGH.....	June 8	Dudu	cut	15	G. Hamond, Esq.	20	Mione, Ocean Pearl
		Mione	cut	12	T. Field, Esq.	5	Second prize
		Ærolite	cut	8	Dowdell & Cooper, Esq.	10	Lulu

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners.	Value £	Starting Yachts.
PRINCE OF WALES..	May 7	Eva.....	cut	21	W. L. Lowe, Esq.....	25	Blanche
To RAMSGATE	July 17	Blanche	yl	25	H. J. Lord, Esq.	gs10	Second prize
Mr. H. Dodd's gift	Aug 4	Eva.....	cut	21	W. L. Lowe, Esq.	gs25	Clytie, Blanche, Ærolite
		Countess.....	cut	15	J. H. Hare, Esq.	gs10	Second prize
		Countess.....	cut	15	J. H. Hare, Esq.	cup	Blanche, Eva, Dione, Clytie
		Blanche	yl	20	H. J. Lord, Esq.	cup	Second prize
PRINCE ALFRED ...	May 17	Amber Witch ..	yl	58	J. McCurdy, Esq.....	20	Echo, Kilmeny, Siren, Aquiline
		Kilmeny	yl	22	D. W. Finlay, Esq. ...	10	Second prize
		Siren	cut	20	D. Corbet, Esq.....	6	Third prize
	18	Flirt	cut	7	J. F. Meldon, Esq.....	6	Peri, Nikomi, Torment
	24	Vampire.....	cut	20	T. Cuthbert, Esq.....	30	Kilmeny, Torch, Amber Witch, Alexandra
June 2	Queen	cut	15	W. R. Johnson, Esq...	15	Torch	
	Meta	cut	9	Hon. C. Crichton.....	6	(Sweepstakes,) Flirt, Nikomi	
	5	Kilmeny	yl	30	P. S. French, Esq.....	20	Vampire—man overboard, delayed
	7	Siren	cut	30	D. Corbet, Esq.....	30	Kittiwake, Surprise
	19	Kilmeny.....	cut	19	P. S. French, Esq.....	30	
BELFAST TO KINGSTOWN	July 19	Egeria.....	cut	101	J. Mulholland, Esq....	21	Amber Witch, Lizzie, Persis, Vampire, Dinorah, Venture, Hahassah, Queen, Mora
Ulster Club Prize ...		Amber Witch ..	yl	38	J. McCurdy, Esq.....	10	Second prize
	23	Mosquito	cut	57	T. Houldsworth, Esq...	35	Volante, Kilmeny, Lizzie, Dinorah
	24	Queen.....	cut	15	W. R. Johnson, Esq...	3	Torch, Mora, Meta, Pembroke, Gannet, Truant
NEW THAMES.....	May 23	Sphinx	cut	46	J. S. Earle, Esq.....	100	Volante, Muriel, Rosebud, Fiona, Menai
		Muriel.....	cut	40	H. Bridson, Esq.....	30	Second prize
		Thought.....	cut	27	G. Wells, Esq.	40	Oberon, Eva, Endora
June 7	Flying Cloud	sch	75	Count E. Bathiany...	100	Egeria 1, Cambria 2, Gloriana 4, Druid 5, Witch-	[craft 6, Amy 7
	Cambria	sch	186	J. Ashbury, Esq.....	30	Second prize	
To HARWICH.....	July 3	Druid	yl	80	T. Groves, Esq.....		Gloriana, Flying Cloud, Thought, Nettie, Amy
		Thought	cut	28	G. Wells, Esq.....		Second prize—Gloriana third prize
SOUTHAMPTON Reg	July 2	Quiver	cut	12	Capt. Chamberlayne.	20	Gipsy, Ibis

Regattas and Matches.	Date.	Winning Yachts.	Rig.	Ton.	Owners.	Value.	Starting Yachts.
NORFOLK-SUFFOLK	June 3	Halcyon	cut	8	J. Preston, Esq.	10	Lethe, Marguerite, Enchantress, Oberon
		Fleur de Lys	cut	6	J. Stanley, Esq.	6	Scud, Spray, Glance
		Scud	cut	10	Messrs. Morgan.	3	Second prize
	Aug 12	Lethe	cut	10	G. Gandy, Esq.	10	Halcyon
		Scud	cut	10	Messrs. Morgan.	8	Halcyon, £4 second prize
CHESHIRE.	June 10	Brenda	cut	8	D. Mac Iver, Esq.	ga 12	Magic, Flirt, Dada, Petrel
	July 3	Florida	cut	5	J. Bouch, Esq.	ga 12	Brenda, Dudu, Flirt, Petrel, Barracouta, Glide, [Kate
	Aug 7	Flirt	cut	7	F. Wall, Esq.	12	and helmsman's locket
	Aug 21	Florida	cut	5	H. M. Hughes, Esq.	ga 10	and helmsman's locket
CLYDE.	July 10	Denburn	cut	31	S. King, Esq.	30	Avon, Aglaia, Kilmeny, Reverie
		Vampire	cut	20	T. Cuthbert, Esq.	20	Lizzie, Fairlie gift £10, Glide, Satanella
		Vision	cut	9	M. Carswell, Esq.	10	Ripple
		Linnet	wh	5	W. York, Esq.	5	Gitana
		Gazelle			— McBride, Esq.	5	Deer
Steam Race							
ULSTER	July 17	Muriel	cut	40	H. Bridson, Esq.	155	including Challenge Cup.—Mosquito, Amber
		Vampire	cut	20	T. Cuthbert, Esq.	20	Lizzie second prize £10, Mora, Venture, Ripple
	Aug 28	Ripple	cut	12	G. Murney, Esq.	cup	Glide, Venture, Woman in white
		Amba	cut	8	F. Connor, Esq.	cup	William, Eva
		Ripple	cut	12	G. Murney, Esq.	15	Venture
MALAHIDE	July 24	Queen	cut	15	W. R. Johnson, Esq.	15	Venture, Ripple
		Peri	cut	5	J. Williams, Esq.	7	Flirt £3 second prize
HUNSTANTON	Aug 5	Wild Duck	cut	16	F. J. Cresswell, Esq.	15	Iris £25 second prize
		Bessie	cut	9	S. Tyrinck, Esq.	15	Jane £5 second prize
DART	Aug 6	Mosquito	cut	60	T. Houldsworth, Esq.	50	Muriel, Glance, Flying Cloud, Rose of Devon
	Aug 14	Queen	cut	15	W. R. Johnson, Esq.	15	Spell, Flirt

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners.	Value £	Starting Yachts.
GREAT YARMOUTH.	Aug 10	Red Rover	cut	15	S. Nightingale, Esq...	15	Florence Nightingale, Stella
		Flor' Nightingale. cut	13	C. Aldred, Esq.....	5	Second prize	
		Marguerite.....	cut	10	H. K. Thompson, Esq.	10	Scud, Halcyon, Enchantress
		Scud	cut	10	Messrs. Morgan.....	5	Second prize
SOUTHAMPTON	Aug 23	Thought	cut	27	G. Wella, Esq.....	105	Challenge Cup—Rosebud, Niobe, Flying Cloud
		Don Juan	cut	10	W. Cooper, Esq.	15	Armada
TORBAY	Aug 27	Armada	cut	8	J. Maule, Esq.	5	Second prize
		Vanguard	cut	60	Col. Verschoyle.....	50	Muriel, Volante, Enid, Psyche, Christabel
GLEN CALADH	Aug 28	Satanella	cut	15	D. W. Finlay, Esq. ...	30	Fairlie, Carina
		Ripple.....	cut	9	J. M. Forrester, Esq.	20	Vision, Excelsior, Fairy Queen, Thetis
LOWESTOFT	Aug 30	Red Rover	cut	15	S. Nightingale, Esq...	15	Otter—(Waveney Queen disabled)
		Otter	cut	25	R. Pratt, Esq.	10	Second prize
		Scud	cut	10	Messrs. Morgan.	10	Marguerite, Halcyon
		Marguerite.....	cut	10	C. Aldred, Esq.....	5	Second prize
BABBICOMBE	Sept	Buccaneer	cut	12	Capt. H. Bayly.	7	10 Quiver second prize, £23 10s.
		Julia	cut	122	G. F. Moss, Esq.	130	Cambria, Oudalle, Aline, Guinevere, Mystere
		Cambria	sch	188	J. Ashbury, Esq.....	2000	frances and gold medal
		Oudalle	cut	31	Mons. Mandrot.....	1500	frances and silver medal
CHERBOURG TO NAB LIGHT AND BACK ... }	2	Rose of Devon ...	cut	99	E. Johnson, Esq.	3000	frances (by Empress) and gold medal
		Diane	sch	95	Mon. Benoit-Champney		gold snuff box (by Prince Napoleon
		Guinevere	sch	297	C. Thelluson, Esq.....	2500	frances (by Emperor), Egeria, Dauntless, &c.
		Egeria	sch	156	J. Mulholland, Esq. ...	1000	frances and gold medal
GREAT GRIMSBY ...	July	Diane	sch	25	Mon. Benoit-Champney	500	frances and silver medal
		Mabella	cut	28	E. Davis, Esq.	21	Cruaader, Ivy, Nettie, Coralie
NEW BRIGHTON ...	Sept	Magic	cut	10	J. Bouch, Esq.	15	Hermit, Dudu, and 4 others
		Minnie	cut	6	R. Warren, Esq.....		Lulu, and 6 others
TEMPLE	July	Lulu	cut	6	W. Thompson, Esq....		Second prize
		2 Rifleman.....	cut	7	W. Antill, Esq.		Lulu and 4 others
		1 Lulu	cut	6	W. Thompson, Esq....		Teazer, Little Vixen

THE AMERICAN INTERNATIONAL YACHT RACE.

Schooner Yacht Cambria, Torquay, October 3rd, 1869.

SIR:—Having appeared so much in print in connection with the above, and the proposed race against the Dauntless and other American yachts, I have the greatest diffidence in again replying to one of your correspondents, but trust the subject-matter herein given may be of such interest as to ultimately justify my taking up so much of your valuable space.

“Merchant Skipper” and others appear to have been under an impression throughout the summer that a race to New York between the Cambria and the Dauntless *would* take place; but I confess I know of nothing I have said or written which would lead to that conclusion. I had no desire or intention for an ocean race *alone*; I especially wished for an American vessel of about Cambria's size, to contest in a *series of races*, both in English and American waters, with *the* ocean race intervening; and if such had taken place I feel sure, and still do so, that the best vessel would have been known *before* the ocean race took place, and irrespective of its results. Mr. Bennett, the owner of the Dauntless in accepting my challenge of the 3rd of October, 1868, to all America, against schooners of a specified tonnage, *only* accepted one race, *not* the series, and if it had taken place the result as to which was really the fastest vessel would not have been conclusive, without the addition of those I stipulated for. Rightly or wrongly I declined to accept the American vessel, on the ground of excessive tonnage, still with the hope that a more suitable vessel would be found; but in the absence of any smaller yacht taking up the gauntlet there was no prospect of *the* ocean race taking place, inasmuch as it had become evident Dauntless was not anything near the limit (10 per cent) of size I fixed, and from the fact that on the 29th of May a letter from me appeared in the *Field* stating that I had no intention of giving Dauntless a challenge for an ocean race or accepting one, unless she came within about the terms of my challenge. The first time I had the pleasure of seeing the public-spirited owner of the Dauntless, viz., 1st of August, *he then gave me* a challenge for a race from Cowes to New York, or to the Azores and back, on the 7th of August. I unreservedly accepted for the race from Cowes to New York, to sail on the 1st of September, no question as to tonnage, and no restrictions in any way or shape. I extended the time to the 7th or 8th of September, but the owner of the Dauntless was of opinion he could not be ready before the 15th. Your nautical readers can form their own conclusions as to whether there was time to reduce the masts

of the Dauntless 8ft. and set up the rigging again between the date of acceptances and date of departure, and I declined sailing so late as the 15th when there was no need for it. Such a delay would have driven us into the midst of the equinoctial gales, which under ordinary circumstances would have been entirely or partially avoided by leaving on the 1st of September. As regards "Merchant Skipper's" suggestion that Cambria should go to New York next year, I may just remark it is possible this may be so, inasmuch as I have quite recently challenged the Dauntless for five races, to come off in March, first round the Isle of Wight; second, round Cherbourg Breakwater and back; third, Cowes to New York, fourth and fifth in New York waters. If circumstances should prevent Mr. Bennett's accepting my proposals, I contemplate giving up the early part of the next London season, and crossing with the Cambria to meet the best American vessels in their own waters, and in accordance, with the rules and regulations of the New York Yacht Club. There is, however, no absolute certainty, as in my capacity as chairman and director of several railways my time about that period is not always my own, but I am sanguine I shall be able to carry out my wishes. Regarding "Merchant Skipper's" offer to sail any yacht to New York, I may state that for the contemplated race to New York I have engaged a sailing master, and he will probably go out with me in the spring, should I go; if he does not, I shall have much pleasure in putting myself in communication with him if he will kindly send his address to yours, truly,

JAMES ASHBURY.

To the Editor H.Y.M.

[As it is necessary, for future reference, that every letter or notice of these yachts should be preserved, we have copied from the *Field* the following correspondence] :—

" November 20th, 1869.

" SIR.—I have from the first made myself conversant with the various discussions and challenges in reference to an ocean race between the Cambria and Mr. Bennett's or other American yachts, between this country and that. The fearful amount of racing done on paper, and through the medium of the press, has hitherto caused me to withhold an opinion on this subject; but Mr. Bennett's last letter is so very much to the point, and leaves this vexed question so straightforwardly open to settlement, that I would fain hope it may not (to use an old saw) end in smoke.

" I know somewhat of America and her people, and it often sickens

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me to hear people talk of "Yankee Bankum," who know hardly the geography of the country they speak of, nor of the pluck of her people to do what they assert.

"As to the ocean race itself, I hold it to be one of the most fallacious modes of testing the speed of yachts that can be imagined, except they both start with and maintain steady and continuous fair wind, and the one fairly outruns the other. When taking into account the late run of the *Meteor* from the Land's End to Gibraltar in four days and four hours, the chances are ten to seven in favour of the American yachts, simply from their peculiar formation below the water line. But, on the other hand, let these two yachts start with baffling foul winds; let them lose sight of each other in the darkness or fog; let one stand to the southward even for twenty-four hours, and get into light variable airs; and the other stand to the north-westward, and get a good northerly wind working round from the S.W., and these for even forty-eight hours, while his opponent is in the doldrums—surely it would be simply ridiculous to say that, supposing he entered Sandy Hook forty-eight hours before his antagonist, he was virtually the fastest sailer, mile for mile, of the two yachts. It may be urged that this is problematical; but in my experience as commanding Transatlantic steamers from here to America and back, I have encountered in one passage seven different currents of air or breezes—from light airs to strong breezes.

"I have a letter now before me, written by a most experienced man in nautical matters, from which I cannot do better than quote, leaving others to judge of its merits: 'It is evident that a race from Cowes to New York (unless within sight of each other all the way) would be a fallacious and unsatisfactory test by which to determine their relative superiority in point of sailing. I would therefore propose that the rival competitors should start together from a given point—say Portland or the Lizard—with a fair wind on a given course seawards, and whenever one of the racers shall have run her competitor hull down, let her heave to, and wait till the other joins them; then let both vessels beat up to the starting point; and (unless in the event of a change of wind) their sailing powers will have been fairly and decisively determined, both off and on a wind. I fully subscribe to this being the fairest test for both parties, as it is fully believed here that on a wind the English yacht will be the more weatherly vessel, whereas the American with a flowing sheet would greatly outrun her. But it is next to impossible to prove both these points fairly on two different parallels of latitude across the Atlantic; it being fully admitted that of the three American yachts racing over here the winter before last, the slowest vessel of the three got here first.

"I may add that no American yacht coming here since the old America is at all to be compared in maritime architecture or power of nautical excellence, both on and off the wind, to herself; and the plain fact seems to be that she gave us such an awful licking that American yachtsmen begged the question they had arrived at the acme of perfection, whilst we have been expending no end of money and brains to improve the speed of our yachts on all tacks.

"By all means let us have the ocean race, and let him who gets in first have both the honour and dollars; but don't let both become a by-word, as saying all, and doing nothing.

Cowes, Nov. 10.

"C. K."

"SIR.—As an old yachting hand, and one who has studied, both theoretically and practically for the last five-and-twenty years, yachts and other classes of vessels, perhaps a few words from me upon the subject of English and American yachts may be considered of some little value.

"Without going into the controversy as to whether the English or the American yacht owners have been most to blame for not having brought to the test of well-conducted trials the advantages and disadvantages of the two different builds, I may remark that much disappointment is felt amongst the yachting community that so few such trials should have been made after so much talk about them, and when such excellent opportunities have offered during the late season from the presence in English waters of four such fine specimens of the American type. The object of the yachting men of both nations should be, not to obtain a useless triumph by winning a match, whether across the Atlantic or round the Isle of Wight (a triumph obtained, perhaps, by accidental circumstances), but to ascertain what is the best form and rig for a yacht. There are probably superior qualities in both builds, and a modification of both might possibly produce a superior vessel to either. We have before proved that we are eager enough to avail ourselves of any lesson our cousins can give us in yacht building. The America told us plainly that we had been conceitedly and ignorantly believing that our schooner yachts were superior to those of all the rest of the world. We were soon convinced of our error, and we at once set to work to remedy it—not by copying the America, but by taking her best points and retaining the best of our own. We committed many faults in trying to do so, but ever since that period we have been experimenting and improving, until we have produced a class of vessel which most of our yachtsmen and builders believe to be as superior to

the America in all the qualities of a fast and comfortable yacht as the America certainly was in speed to the English schooner yachts of her day. I do not agree with your correspondent C. K. that the Americans have been standing still all this time, or rather retrograding, as he says. The specimens they have lately sent over are, I believe, very superior vessels, though there is a strong impression, here—founded upon our own experience of their model, and upon such trials as have already taken place—that they cannot compete with our clipper schooners, even of much less tonnage, upon any of our ordinary cruising grounds. Whether they can do so in a match across the ocean, where extraordinary weatherly qualities may be of less consequence, and where a high rate of speed off the wind, in strong breezes and high seas, may be more telling, has yet to be proved. Your correspondent C. K. takes it for granted that they would be faster under such circumstances; and I confess that my own impression is that their peculiar build ought to make them faster, though I am staggered by the fact that, so far as any trials have occurred, they have shown no superiority, but rather the contrary, in running with a fair wind against our vessels of even a much smaller size, such as the Egeria, of 161 tons. But my chief object in writing this letter is to guard against an undue importance being attached to the result of an ocean match; such a match will really have but little interest, and will prove scarcely anything.

“C. K., in your last week's impression, has shown how valueless it will be, on account of the variety of winds which are likely to be met with; but there are other reasons which will even still more certainly render it useless for any practical purpose. The match between the Dauntless and the Cambria, if it ever takes place, is to be from the west coast of Ireland to a certain point off the coast of America, thus avoiding all Channel or inland navigation. Of course the owner of the Dauntless has a right to choose the course in which he thinks his vessel will do the best; but I must remark, as others will also, that the inference is that he believes his craft would have no chance against her antagonist upon those particular points in which a yacht ought, and does usually, show such great superiority over other vessels—namely, in turning to windward, and in sailing in variable winds and weather, through comparatively narrow channels, or in traversing the coasts of a country. It has always (and with good reason) been our great aim to bring this peculiar excellence to as near perfection as possible. Our cruising grounds are the coasts of our own and neighbouring countries and the shores of the Mediterranean; and without perfect handiness and great speed to windward in all weathers, light and variable or strong

winds and head seas, we should have neither safety nor comfort, nor superiority over other vessels. I do not mean to say that we do not also attend to our running qualities; but we look upon them as secondary, and consider that no superiority upon that one point would compensate for a deficiency upon the other.

"Now, supposing that the *Dauntless*, meeting perhaps with strong fair winds, beats the *Cambria* upon the course she has chosen, what will it prove? Not that she is necessarily of a better build, even for running, but solely that, being of a much larger tonnage, she has the advantage which superior size inevitably gives under such circumstances: it will not prove that, had her antagonist been another *Cambria* of her own tonnage, the tables might not have been turned. On the other hand, if the *Cambria* gets to her destination first, she will certainly deserve more credit for her performance, for she will have sailed under the disadvantage of inferior size, and will, by the peculiar course chosen by her competitor, have lost much of her chance of availing herself of her great speed to windward for which she is famous, and for which she was more specially constructed; though, should she prove successful, her success may (as shown by *C. K.*) be entirely owing to her good luck in obtaining more favourable winds, and therefore, as in the reverse instance, nothing useful will really be proved by that success.

"Notwithstanding, I hope that this match will come off, and that in any case the *Cambria*, being a fair and good representative of the English type of clipper schooner yachts may go to America next year, and will there sail as many matches as possible; and that her owner will enter freely and with spirit into the sport offered to him, and will abide cheerfully and without cavil by the rules laid down by the American yacht clubs. not stipulating for six-knot breezes, for certain courses, for time for tonnage, or for any other specialty, leaving others to judge of any instances in which he may be thought to be overweighted, or under any local or other disadvantage. I have no doubt whatever that the Americans themselves will treat both him and his yacht not only with fairness, but with generosity.

"STARS AND UNION JACK."

"SIR.—I should not have addressed you on the much-vexed subject of Atlantic yacht racing had it not been for a letter which appeared in your columns of the 13th inst. In it, after speaking of 'the awful amount of racing done on paper,' your correspondent adds, 'But Mr. Bennett's last letter is so very much to the point, and leaves this vexed question so straightforwardly open to settlement, that I would fain hope

it may not end in smoke.' If Mr. Bennett shares that hope, I would venture to ask him why he did not, without proposing to alter the course laid down by Mr. Ashbury in his letter of Sept. 17, straightforwardly accept that gentleman's challenge in its unadorned simplicity? Why did he elect to start from Kinsale, and not from Cowes? I can only presume from the very reason which your correspondent furnishes, viz., that 'such a course would have been as ten to seven in his favour.'

"Again, why did he encumber the question with the tall stakes of ten thousand pounds, when he knows that Mr. Ashbury is (to use his own words) 'entirely opposed to betting?'

"Your correspondent admits that 'the ocean race itself is one of the most fallacious modes of testing the speed of yachts that can be imagined.' Can we not see in this the reason why Mr. Ashbury, agreeing as he does in that respect with your correspondent, has proposed a fairer test?

"But to revert to the letter in question, which appeared in the *Times* on the 8th inst. In it Mr. Bennett acknowledges to have received a challenge from Mr. Ashbury on Monday, Aug. 9, to race him on the 1st of September from Cowes to New York, and adds, 'It is unnecessary for me to explain why I did not promptly reply to this communication.' Now, Sir, I would ask, if Mr. Bennett *meant business*, and was as straightforward as your correspondent implies, why did he defer replying to Mr. Ashbury's letter of the 9th till, as it were, forced to do so on the 23rd by Mr. Ashbury's renewed application of the 20th? I pause for a reply.

"In the same letter Mr. Bennett says 'he is not in the habit of saying one thing and meaning another.' I know not if this be meant as a sneer at Mr. Ashbury, who is now absent, and consequently unable to reply; or whether, in unconsciously accusing, he accuses himself. But this I do know, and all who know him know, that James Ashbury is a singularly truthful, honourable man, and most tenacious of purpose; and I readily endorse a statement in a contemporary that 'Mr. Ashbury's conduct is very different from that imputed to him by Mr. Bennett, and that those who have Mr. Ashbury's acquaintance know him to be incapable of subterfuge, and that he will swerve from nothing he has engaged to do.'

"If this be added what report says, and I have reason to believe as truly, when there was a prospect of the Atlantic race coming off, that our American cousin intended cutting down his masts several feet and shortening sail accordingly, and that the Britisher purposed racing

his summer suit—racing spars and sails—I think it will be conceded that Mr. Ashbury is a plucky yachtsman, and one not likely to throw any impediment in the way of a fair race across the Atlantic.

“AUDI ALTERAM PARTEM.”

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held at its house, John Street, Adelphi, on Thursday, 7th October, Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Sir Edward Perrott, Bart.; W. H. Harton, Esq.; Rear-Admiral Sir W. H. Hall, K.C.B., F.R.S.; John Griffith, Esq.; Captain Richards, R.N., F.R.S., Hydrographer of the Admiralty; Captain De St. Croix, Admiral M'Hardy, Colonel Palmer, and Richard Lewis, Esq.

The minutes of the previous meeting having been read, £7. 2s. were granted to pay the expenses of the City of Bristol life-boat, the *Albert Edward*, in going off and saving the crew of four men from the French lugger *Isabelle*, of St. Malo, which struck, and afterwards became a total wreck, on the Doom Bar Sand during a furious gale of wind from the N.W., early on the morning of the 12th September. The life-boat *Western Commercial Traveller*, stationed at Cadgwith, on the Cornish coast, had also put off during a gale of wind from the W.N.W. on the same day, and assisted to save from destruction the brig *Phillis and Mary*, of Blyth, which was observed in a disabled and helpless state near the Stag Rocks. £11. 5s. were voted to pay the expenses of the Arklow life-boat, the *Arundel Venables*, in going off during a strong gale from the W.S.W. and bringing safely ashore the officers and crew, consisting of 21 persons, from the screw steamer *Hellenis*, of London, which struck and afterwards became a total wreck on the Arklow Bank, on the 15th September. The master of the wrecked vessel spoke in the highest terms of the admirable manner in which the life-boat was managed under the difficult circumstances she had to encounter. The thanks of the Institution, inscribed on vellum, were voted to John Cummins, the coxswain of the Arklow life-boat, for his skilful and highly meritorious services in that boat. £38. 4s. 10d. were also granted to pay the expenses of the neighbouring life-boats at Cahore, Courtown, and Wicklow, in putting off to the assistance of the same vessel.

There was likewise granted £6. 10s. to pay the expenses of the life-boat *Jane*, stationed at Worthing, in going off with the view of saving the crew of a fishing smack, which was observed in distress about five miles off Worthing during a strong S.W. wind and heavy sea on the 19th September. The life-boat's crew boarded her, and found her abandoned. They afterwards brought her safely into harbour, and made no charge on the fishermen for thus saving their vessel.

There was also voted £7. 16s. to pay the expenses of the life-boat *Cheltenham*, at Burnham, Somerset, in going off during a strong wind and

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners.	Value	Starting Yachts.
NORFOLK-SUFFOLK	June 3	Haleyson	cut	8	J. Preston, Esq.....	10	Lethe, Marguerite, Enchantress, Oberon
		Fleur de Lys	cut	6	J. Stanley, Esq.....	6	Scud, Spray, Glance
		Scud	cut	10	Messrs. Morgan.....	3	Second prize
	Aug 12	Lethe	cut	10	G. Gandy, Esq.....	10	Haleyson
		Scud	cut	10	Messrs. Morgan	8	Haleyson, £4 second prize
CHESHIRE	June 10	Brenda	cut	8	D. Mac Iver, Esq.....	gs12	Magic, Flirt, Dudu, Petrel [Kate
	July 3	Florida	cut	5	J. Bouch, Esq.....	gs12	Brenda, Dudu, Flirt, Petrel, Barracouta, Glide,
	Aug 7	Flirt	cut	7	F. Wall, Esq.....	12	and helmsman's locket
	Aug 21	Florida	cut	5	H. M. Hughes, Esq.....	gs10	and helmsman's locket
	July 10	Denburn	cut	31	S. King, Esq.....	30	Avon, Aglala, Kilmeny, Reverie
CLYDE		Vampire	cut	20	T. Cuthbert, Esq... ..	20	Lizzie, Fairlie gift £10, Glide, Satanella
		Vision	cut	9	M. Carswell, Esq... ..	10	Ripple
		Linnet	wh	5	W. York, Esq.....	5	Gitana
		Gazelle			— McBride, Esq.....	5	Deer
							[Witch
ULSTER	July 17	Muriel	cut	40	H. Bridson, Esq.....	155	including Challenge Cup,—Mosquito, Amber
		Vampire	cut	20	T. Cuthbert, Esq.....	20	Lizzie second prize £10, Mora, Venture, Ripple
	Aug 28	Ripple	cut	12	G. Murney, Esq.....	cup	Glide, Venture, Woman in white
		Amba	cut	8	F. Connor, Esq.....	cup	William, Eva
		Ripple	cut	12	G. Murney, Esq.....	15	Venture
MALAHIDE	July 24	Queen	cut	15	W. R. Johnson, Esq...	15	Venture, Ripple
		Peri	cut	5	J. Williams, Esq.....	7	Flirt £3 second prize
HUNSTANTON	Aug 5	Wild Duck	cut	16	F. J. Cresswell, Esq...	15	Iris £5 second prize
		Beessie	cut	9	S. Tyriluck, Esq.....	15	Jane £5 second prize
	Aug 6	Mosquito	cut	60	T. Houldsworth, Esq.	50	Muriel, Glance, Flying Cloud, Rose of Devon
DART	Aug 14	Queen	cut	15	W. R. Johnson, Esq...	15	Spell, Flirt

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners.	Value £	Starting Yachts.
GREAT YARMOUTH.	Aug 10	Red Rover	cut	15	S. Nightingale, Esq...	15	Florence Nightingale, Stella
		Flor' Nightingale. cut		13	C. Aldred, Esq.....	5	Second prize
		Marguerite..... cut		10	H. K. Thompson, Esq.	10	Scud, Halcyon, Enchantress
		Scud	cut	10	Messrs. Morgan.....	5	Second prize
SOUTHAMPTON	Aug 23	Thought	cut	27	G. Wella, Esq.....	105	Challenge Cup—Rosebud, Niobe, Flying Cloud
	31	Don Juan	cut	10	W. Cooper, Esq.	15	Armada
		Armada	cut	8	J. Maule, Esq.	5	Second prize
TORBAY	Aug 27	Vanguard	cut	60	Col. Verschoyle.....	50	Muriel, Volante, Enid, Psyche, Christabel
GLEN CALADH	Aug 28	Satanella	cut	15	D. W. Finlay, Esq. ...	30	Fairlie, Carina
		Ripple.....	cut	9	J. M. Forrester, Esq.	20	Vision, Excelsior, Fairy Queen, Thetis
LOWESTOFT	Aug 30	Red Rover	cut	15	S. Nightingale, Esq...	15	Otter—(Waveney Queen disabled)
		Otter	cut	25	R. Pratt, Esq.	10	Second prize
		Scud	cut	10	Messrs. Morgan.....	10	Marguerite, Halcyon
BABIGOMBE	Sept 7	Marguerite.....	cut	10	C. Aldred, Esq.....	5	Second prize
HAVRE	Aug 1	Buceaneer	cut	12	Capt. H. Bayly.	7	10 Quiver second prize, £2 10s.
		Julia	cut	122	G. F. Moss, Esq.	130	Cambria, Oudalle, Aline, Guinevere, Mystere
		Cambria	sch	188	J. Ashbury, Esq.	2000	frances and gold medal
		Oudalle	cut	31	Mons. Mandrot.....	1500	frances and silver medal
	2	Rose of Devon ..	cut	99	E. Johnson, Esq.	3000	frances (by Empress) and gold medal
		Diane	sch	95	Mon. BenoitChampney	gold	snuff box (by Prince Napoleon)
	16	Guinevere	sch	297	C. Thelluson, Esq.....	2500	frances (by Emperor), Egeria, Dauntless, &c.
		Egeria.....	sch	156	J. Mulholland, Esq. ...	1000	frances and gold medal
		Diane	sch	25	Mon. BenoitChampney	500	frances and silver medal
GREAT GRIMSBY ...	July	Ma bella	cut	28	E. Davis, Esq.	21	Crusader, Ivy, Nettie, Coralie
NEW BRIGHTON ...	Sept 4	Magic	cut	10	J. Bouch, Esq.	15	Hermite, Dudu, and 4 others
TEMPLE	July	Minnie	cut	6	R. Warren, Esq.....		Lulu, and 6 others
		Lulu	cut	6	W. Thompson, Esq....		Second prize
Aug 2		Rifeman.....	cut	7	W. Antill, Esq.		Lulu and 4 others
Sept 1		Lulu	cut	6	W. Thompson, Esq....		Teazer, Little Vixen

CHERBOURG TO NAB
LIGHT AND BACK ...}

wrecked at Donna Nook, were saved by the exertions of persons on shore aided by horses; and further rewards to the amount of 13*l.* 19*s.* were voted for those services.

The thanks of the Institution, inscribed on vellum, were also granted to Mr. William Robinson, its local honorary secretary, for his zealous and able efforts at Donna Nook, in directing the operations to rescue the shipwrecked men on the first-named day.

Similar thanks were also voted to Captain Elyard, the honorary secretary of the Broadstairs branch; and £16 to the crew of that life-boat, the Samuel Morrison Collins, for going off in the boat on the 19th Oct., and saving, under very perilous circumstances, thirteen of the crew of the ship Frank Shaw, of North Shields, which was wrecked on the Goodwin Sands during a strong northerly gale. The life-boat men, including local subscriptions, had received about £3 10*s.* each, or £50 in all, for their services on that occasion.

The Ramsgate life-boat, Bradford, assisted in the performance of the last-named service, and brought ashore another of the shipwrecked men.

Rewards to the amount of £310 15*s.* were also voted to the crews of twenty-nine other life-boats of the society for various services during recent heavy storms.

The Cotton Sheppard life-boat at Porthdinllaen brought ashore three men from the stranded brigantine Gleaner, of Carnarvon.

The life-boat Caroline, at North Berwick, took off the crew of six men of the distressed schooner Astrea, of Königsberg. The Commercial Travellers' life-boat, at Castletown, Isle of Man, brought ashore the crew of two men of the endangered smack Amelia, of that port.

The Birmingham No. 1 life-boat at Sutton, Lincolnshire, saved six persons from the billyboy Swan, of Hull; and the Birmingham No. 2 life-boat, at Caister, Norfolk, assisted into harbour the barque Alma, of Malta, and her crew, which vessel was in danger of going on the West Scroby Sands.

The life-boat at Moefre, Anglesea, rescued the only survivor of the crew of the wrecked schooner Gipsy King, of Glasgow; and the life-boat at Aberdovey brought the disabled smack John James, of Chester, and her crew safely to port.

The Duncan life-boat at Sherringham saved the crew of three men from the schooner Trusty, of Boston. The New Brighton tubular life-boat Willie and Arthur rescued one man from the wreck of the schooner Elephant, of Ulverstone.

The Ramsgate life-boat Bradford and steam-tug Aid brought the barque Emile, of Swinemunde, and her crew into harbour. The Brightwell life-boat at Blakeney saved the crews, consisting of fifteen men, from the brig John and Mary, of Shields, and the brig Ravensworth, of Hartlepool. The Ilfracombe life-boat Broadwater assisted to rescue from destruction the sloop Ann Elizabeth, of Barnstaple, and brigantine Commodore, of Waterford, and their crews.

The life-boat Havelock, at Fraserburgh, saved the crew of two men

the ketch Heckler, of Cullen. The Scarborough life-boat brought three fishing cobs and their crews safely into harbour. The Sir Edward Perrott life-boat, at Fishguard, saved the crews, numbering six men, from the schooner Two Sisters, of Aberystwith, and smack David, of Cardigan.

The Benjamin Bond Cabbell life-boat, at Cromer, with the aid of another boat, took the disabled ship William Frothingham, of New York, and her crew into Yarmouth harbour; and the life-boat Polly, at Thurso, took off the crew of seven men from the brig Supply, of Stornaway.

It may be mentioned that during the present year the boats of the Institution have saved 598 lives, besides contributing to the rescue of 21 vessels from destruction.

The silver medal of the Institution, a copy of the vote inscribed on vellum, and £1, were voted to Mr. John Bumby, chief officer of coastguard at Clovelly, and £9 to his crew, for putting off, at much risk, in a boat, and bringing safely to shore, a longboat containing the crew of twelve men and a passenger of the barque Odone, of Genoa, which was wrecked at Portledge Mouth in a gale and heavy sea on the 12th September.

Various other rewards were likewise granted to the crews of the different shore boats for saving life from wrecks on our coasts, and payments to the amount of nearly £2,400 were ordered to be made on various life-boat establishments.

An anonymous donation of £1,000 had been forwarded to the Institution to defray the cost of a life-boat, to be called the Hop e, for the Isle of Arran in Scotland, the remainder of the amount being for the general life boats' repair fund.

It was reported that Mr. William Phillipps, of Royal Exchange-buildings, had given the society £100. through its deputy-chairman, Mr. Thomas Chapman, F.R.S.

The Rev. F. W. Gray had also sent a donation of £100, through Vice-Admiral Sir W. H. Hall, K.C.B., a member of the committee of the Institution.

A legacy of £250 had also been received from the executors of the late Mr. Thomas Clayton, and another of £90 from the executors of the late Mr. R. Brown, through Mr. H. Taylor, the treasurer of the Newcastle, Tynemouth, and Cullercoats branch.

New life-boats had recently been forwarded by the society to Abersoch, North Wales, and to Alderney.

The Lords Commissioners of the Admiralty had kindly allowed her Majesty's steamer Sea Mew, to tow the latter boat to its station from Weymouth.

It was decided to renovate completely the life-boat establishment at Adrossen, N.B.

By the deaths of the Earl of Derby and the Marquis of Westminster the Life-boat Institution has lost warm and liberal friends. The Earl of Derby was a vice-president of the society, and the Marquis of Westminster seemed

to take pleasure in sending it occasionally munificent donations. Votes of condolence were passed to the families of each of the deceased noblemen.

Reports were read from the inspector and the assistant-inspector of life-boats to the society, on their recent visits to different life-boat stations. The proceedings then terminated.

CLOSING CRUISE OF THE CLYDE YACHT CLUB.

THE Clyde Yacht Club closed its official proceedings Saturday, Sept 4, by a cruise from Rothesay Bay, at which but a partial number of the yachts belonging to the club attended, Earl Glasgow on board the S.S. Varina. Sir Michael Shaw Stewart attended as commodore of the club, and showed an interest in the proceedings which a large number of the members ought to have responded to. Indeed the interest taken by Earl Glasgow in the Clyde Yacht Club has so materially furthered its success, that it ought to be a matter of duty rather than of convenience with the members to follow the commodore's flag.

The day was fine, with wind westerly in the morning, and northerly towards noon. The Varina left Rothesay Bay with the yachts which had arrived in attendance. Reaching across to Skelmorlie, the Varina steamed on towards Largs, and waited till the yachts heading down the Clyde should join those already in the cruise.

After a heave-to at Largs, in which the fleet presented quite a picturesque appearance, the Varina steamed along the back of the Cambray Island, across towards the Garroch Head, and finally returned by the Ascog shore to Rothesay.

The breeze had freshened towards the afternoon, and as the various craft lay down the Cambray shore and across the Channel, the effect was striking.

The southerly wind sent enough of sea through the heads to give the turn to windward animation. In the run down the Ascog shore the larger yachts overtook the smaller boats, and as the fleet hauled round the Bognay Buoy, to follow the commodore into Rothesay Bay, the spectacle was really fine.

The blue sky above and the blue water beneath were mellowed by an haze, that softened and magnified every point of the scenery. The grey hills of the Kyles, the yellow cornfields of Bute, and the dim outlines of Arran, suffused by a sunny glow, presented such surroundings as give to sailing on the Clyde a zest scarcely to be claimed elsewhere along our coasts.

The day was throughout a magnificent autumn day—a grey misty day peculiar to the northern hills. Among the yachts which passed Bognay with the commodore, and dispersed for the night, were the schooners Snake, Mr. Lockett, V.C.; Rowena, Mr. Collins, R.C.; Aglaia, Mr. Powell; Linnet Mr. York, sec. C.Y.C.; and the cutters Lesbia, Mr. Penney; Denburn

Mr. King; Fairlie, Mr. Ferguson; Coolin, yawl, Mr. M'Farlane; Pet, Mr. Bell; Vision, Mr. Carswell; and Red Rover.

The schooner Fay, Mr. Elder; Ellen, Mr. Fyfe; and cutter Satanella, were also present, but did not complete the course back to Rothesay Bay.

With a light wind several of the yachts returned to Gourock Bay, headed by the Satanella, running at a racing pace, with an immense spinnaker set. The closing cruise has brought the proceedings of this spirited club to a conclusion for the season, and a hope has been expressed that the coming year will add a larger increase to its fleet, and even greater importance to its annual regatta.

PRINCE ALFRED YACHT CLUB.

THE closing cruise for the present season of this club was held on Saturday, Sept. 4. The day was all that could be wished for, a fine breeze freshening up from the S.S.E., with a beautiful mackerel sky. It was announced that the commodore, Mr. Fielding Scovell, would hoist his swallow-tailed burgee on board the Amberwitch yawl, 52 tons, Mr. J. M'Curdy; but on Friday evening a change in the programme took place, and commodore's flag was appointed to "fly" from the truck of the Gitana, 75 tons, cutter, Mr. H. Jameson.

At twelve o'clock the crews of the Gitana, Amberwitch, Charm, Minna, Pembroke, Petrel, and Surprise (all cutters), showed considerable activity in preparing for the last field day of the season. The Amberwitch contained a distinguished party, including Vice-Commodore Keogh.

On inspection no vice-commodore's burgee could be found; but flag No. 1 was hastily turned into one with the aid of silk and handy fingers, and at 12h. 20m. this "impromptu" flag was sent aloft.

At 12h. 15m. the Gitana flew the blue peter (for sea), and at 12h. 45m. the little fleet sailed out of the harbour in the following order:—Gitana, Amberwitch, Pembroke, and Petrel. The Charm, Minna, and others, were not as yet ready.

At 12h. 47m. the Gitana signalled "206, together," the fleet being under single-reefed mainsails, with topmasts housed. "Form line on starboard quarter" was the next "news of the day," and at 1h. 15m. the blue peter over 1067 told the fleet that the commodore was off for Wicklow. The Amberwitch set her mizen at 1h. 19m. The Gitana was now to windward, the Amberwitch being the next vessel, and a long way astern the small fry. At 1h. 37m. the Amberwitch went about to reach in-shore to get the benefit of the young flood for Bray Head. This seemed approved of by the commodore, who followed at 1h. 39m., the rest being far astern—Petrel, Surprise, and Pembroke.

The fleet passed the outside Dalkey Island at 2h. 5m., the Charm having by this time joined the commodore. The breeze now began to freshen, and

the *Amberwitch* forged rapidly ahead, being now on a line with the *Gitana*, seemingly holding a better wind.

The senior flag officer now began to "converse" with the yawls, and numerous were the amusing mistakes resulting from a want of knowledge of the "book." For instance, 5837 ("I do not understand") was rendered, by an accidental error, "elopement." These incidents, however, only served to increase the pleasure of the cruise, and at 2h. 43m. the commodore signalled, "Send your book to the secretary for correction!"

At 3h. 50m. the *Amberwitch* sent her boat on board the *Gitana*, which vessel had hove to, and at 4h. 2m. head was turned homeward. The wind now was visibly "dying away," and preparations were made to set topsails on board both yachts, the reefs having been shaken out long since, and at 4h. 10m. the *Amberwitch's* topmast was up and "fiddled," and speedily a square-headed topsail set ("the *Gitana* having a jib-headed one). The breeze began now to increase, and the splendid yawl was seen to great advantage as she sped along, reaching for Bray Head.

The yawl now seemed to be anxious indeed to escape from the commodore, and was utterly unmindful of the various recalls "to rally round," which were sent up at 5h. 15m. The *Queen cutter*, 28 tons, now passed to windward, and the *Siren* at 5h. 20m., and the *Minna yawl*, 30 tons, at 5h. 28m.

The vice-commodore entered the harbour at a little before 6 p.m., and the commodore and the rest of the fleet shortly afterwards.

Thus terminated the last sailing day on the list, and in the course of the week the various yachts may be expected to dismantle.

MEMORANDA OF YACHT CLUB MEETINGS.

Prince Alfred Yacht Club.—The final meeting of this Club for the season of 1869 was held at Gilbert's Hotel, Westland Row, Dublin, on Monday November 8th, the Commodore in the chair. The first business was to audit the accounts of the treasurer for the previous year, by which it appeared that out of 152 members on the list of 1868, 138 had paid their subscriptions; two had been struck out, two died, and six resigned, leaving only four still in arrear, whose names were then read out and removed from the list, pursuant to rule vii. Forty-five gentlemen had joined during the twelve months, and the income of the club had greatly increased and was pronounced satisfactory. The number of matches sailed had been nine, including the Corinthian match won by *Vampire*, and the Channel race from Belfast, the first prize going to the *Egeria*, and the second (being a gift of the Royal Ulster Yacht Club) to the *Amber Witch*. In all £100 had been expended last season in prizes, and after every expense had been cleared off, including a subscription of £2. 2s., to the funds of the life-boat at Kingstown, a balance appeared in the hands of the treasurer of near

£40, which was ordered to be deposited in the bank at interest until the April meeting of 1870. Four gentlemen were then ballotted for, and admitted to replace those who had lost the number of their mess, making the numbers 187, verging fast on the 200, to which the club is confined. The Annual Dinner was fixed for January 22nd, and a committee appointed to carry out the arrangements.

The honorary secretary then brought forward the motion, of which he had given notice in July—viz., "That ten members should be allowed in 1870 to compound their annual subscription and become life members by paying £10 each, this money to be applied in purchasing a Champion prize, value £100, to be sailed for annually for ever under the club rules sailing regulations and scale of tonnage allowance existing at the time of each annual contest, the winner to receive with the cup a purse of sovereigns, and to be entitled to hold the prize for one year, and to have his name and that of his vessel engraven on it; the race to be sailed over a first class course of the club on a day to be determined each year at the April meeting, and be open to all yachts of the club. The ten members so compounding not to reckon in the 200 of which the club is composed." Mr. Lyle went on to say, that the idea of such a prize, never to be finally won, but passing each year from hand to hand amongst the owners of the fastest vessels in the club was not new, but was founded on the Whip and Cup at Newmarket, which had gone on for many years, and honour of holding same, had meantime increased with the number of hands through which they had passed. He had long wished to establish a prize of the same nature in the shape of a Cup, called the Britannia Cup, value £500, purchased by subscription of owners, builders, sailmakers, &c., open to yachts of all nations; to be sailed for annually at the regattas of one or other of the five principal yacht clubs in Great Britain, the Club at whose regatta it was competed for that year to give £100 to the winner, by which he thought a trophy worth winning would be established, and an annual race where American and other foreign yachts could try their speed against the best English models. He had brought forward this proposition many times in the Sporting Journals but without success; and he now proposed it on a more modest scale to the Prince Alfred, as likely to form a bond of union to hold them together, while it would afford an opportunity to pick out their Champion yachts each year. He briefly recapitulated the success of the club, and their advance since 1864, when first founded in members, yachts, and above all in money the sinew of both war and sport, and concluded by moving his proposition, which was seconded by Mr. M'Curdy, owner of the *Amber Witch*, and carried unanimously. Eight gentlemen at once put down their names as compounders under the resolution, and a sub-committee was named to select the prize and report at the April meeting. Some other business of an unimportant character was then transacted, and the meeting separated with a vote of thanks to the Commodore.

Royal Ulster Yacht Club.—On Thursday, the 28th October, the members of the Royal Ulster Yacht Club held their first annual dinner in the Ulster

Hall, Belfast. About forty members and friends were present on the occasion.

In the absence of the commodore, Lord Dufferin, John Mulholland, Esq., the vice-commodore, occupied the chair, and the rear-commodore, M. R. Dalway, Esq., M.P., acted as croupier.

After the usual loyal toast had been duly honoured, the health of the noble commodore was proposed, and enthusiastically responded to.

The hon. Secretary and hon. Treasurer were also toasted, and the proceedings terminated after a most pleasant and convivial evening.

NEW BRIGHTON REGATTA.

THE annual meeting of the New Brighton Club took place on Saturday, Sept. 4th, and proved a very successful affair. Mr. B. Wilkinson placed his yacht, Frolic, at the service of the committee as flag-ship. The first race was for yachts under 10 tons, the course being from New Brighton down the Crosby Channel, leaving the black buoys on the starboard and the red buoys on the port hand, round the Formby light-ship, passing her on the port hand, returning to New Brighton, same course, between the black and red buoys, and finish between New Brighton and the flag-ship, leaving the latter on the port hand.

Eight yachts were entered to compete for the prize, a handsome silver cup, value £15, but only seven contested. The following started:—

Hermit, 7 tons, A. Sparrow, Esq.; Magic, 10 tons, J. Bouch, Esq.; Dudu, 6 tons, J. M. Hay, Esq.; Jeanie, 10 tons, — M'Cabe, Esq.; Cyclops, 7 tons, — Johnson, Esq.; Flirt, 7 tons, F. Wall, Esq.; Banshee, 7 tons, W. W. Carson, Esq.

The Flirt was the first to get under weigh, Dudu and Magic being close up. The wind (S.S.E.) was fair throughout the outward course, but unfavourable during the return journey. Magic was the first to round, followed, in 4min. 55sec., by Hermit, Dudu being third, 5sec. behind Hermit, the others not timed.

The second race was open to *bona fide* shrimpers, the course being the same as the yachts; first prize £8, second, £2. After a capital race the first prize was awarded to Secret, Garland being second.

A Silver Cup of the value of £7, for spritsail boats, owned and sailed by gentlemen amateurs. The course was round the Crosby lightship, leaving same on port hand, and keeping between the red and black buoys, back to finish between New Brighton and the flag-ship. The following started:—

Shamrock, R. Bannatyne, Esq.; Let Her Rip, E. Miller, Esq.; Dreadnought, R. Jones, Esq.; Wag, W. F. Richardson, Esq.; Dolphin, — Petre, Esq.; Dodo, W. H. Thompson, Esq. This prize was won by the Shamrock, beating Dreadnought (second) by 10m.

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Royal National Life-Boat Institution.

INCORPORATED BY ROYAL CHARTER.

SUPPORTED BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

Vice-Patron—His Royal Highness THE PRINCE OF WALES, K.G.

President—His Grace THE DUKE OF NORTHUMBERLAND, P.C.

Treasurer—THOMAS BAREFO, Esq., M.P., F.R.S., V.P. **Deputy Chairman—THOMAS CHAPMAN, Esq., F.R.S., V.P.**

Secretary—RICHARD LEWIS, of the Inner Temple, Esq., Barrister-at-Law.

Life-boat Inspector—Capt. J. B. WARD, R.N.

Assistant Life-boat Inspector—Capt. D. ROBERTSON, R.N.



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year (1868), and the first five months of the present year, the ROYAL NATIONAL LIFE-BOAT INSTITUTION has expended £33,000 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 1,527 persons from various shipwrecks on our coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1868 AND 1869 (TO 16TH SEPTEMBER).

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to 35 Vessels saved by them.	969	..	..	..
Number of Lives saved by Shore-boats, &c.	558	..	..	..
Amount of Pecuniary Rewards for Saving Life	..	4,036	15	3
Honorary Rewards:—Silver Medals	23	..	..	..
Votes of Thanks on Vellum and Parchment	33	..	..	..
Total	56	1,527	£4,036	15 3

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British Public during the past few years,—a support which has enabled them to establish their present great Fleet of 210 Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their Fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and permanent Annual Income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national Work.

The number of Lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted Rewards, since its formation, is 19,376: for which Services 90 Gold Medals, 802 Silver Medals, and £30,800 in cash have been paid in Rewards. The Institution has also, since its first establishment, expended £327,017 on its Life-boat stations and other Means for Saving life from Shipwreck.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-house, averages £640, in addition to £50 a-year needed to keep the station in a state of efficiency.

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard Street; Messrs. CURTIS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADLPHI, London. W.C.—5th November. 1869.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED BY VOLUNTARY CONTRIBUTIONS.

LIST OF THE LIFE-BOAT STATIONS OF THE INSTITUTION.

ENGLAND.		SUSSEX	Shoreham. Worthing. Selsey.	CARMARVONSHIRE	Llandovery.
NORTHUMBRIA		HAMPSHIRE	75 Chichester Harbour	FLINTSHIRE	Rhyl (Tubular).
1 Berwick-on-Tweed.		ISLE OF WIGHT	Hayling Island. Bembridge. Brightstone Grange. Brooke.	ENGLAND—(Continued).	
Holy Island, No. 1.				CHESHIRE	145 New Brighton, Sal.
" No. 2.					Do. (Tubular), No. 2.
North Sunderland.				LANCASHIRE	Southport. Lytham. Blackpool.
5 Boulmer.		ALDERNEY	80 St. Anne.		150 Fleetwood.
Alnmouth.		GUERNSEY	St. Samson's.		Piel.
Hauxley.		DORSET	Poole. Chapman's Pool. Kimeridge.	ISLE OF MAN	Castletown. Douglas. Ramsey.
Newbiggin.					155 Whitehaven.
Blyth, No. 1.				CUMBERLAND	Maryport. Silloth.
" No. 2.					
Cullercoats.		SOUTH DEVON	85 Weymouth. Lyme Regis. Sidmouth. Exmouth. Teignmouth.	SCOTLAND.	
Tynemouth—No. 1.				KIRKCUDBRIGHT	Kirkcudbright.
" No. 2.					Whithorn.
DURHAM				WIGTONSHIRE	160 Port Logan.
15 Sunderland.		CORNWALL	Looe. Fowey.	ATYSHIRE	Ayr. Irvine.
Seaton Carew.				ARGYLLSHIRE	Campbeltown.
YORKSHIRE					165 Southend.
Middleborough.				CAITHNESS-SHIRE	Thurso.
Redcar.				ORKNEY ISLANDS	Stromness.
Saltburn.				ELGINSHIRE	Lossiemouth.
20 Runswick.				BANFFSHIRE	Banff.
Upgang.				ABERDEENSHIRE	170 Fraserburgh.
Whitby.					Peterhead.
Scarborough.				KIRKCUDBRIGHT	Stonehaven.
Filey.				FORFAR	Montrose, No. 1.
25 Bridlington.					175 " No. 2.
Hornsea.					Arbroath.
Withernsea.					Boddon Ness, (Don-
Cleethorpes.					Broughty Ferry) dea.
Donna Nook.				FIFE	St. Andrew's.
30 Theddlethorpe.					180 Anstruther.
Sutton.				HADDINGTONSHIRE	North Berwick.
Skegness.					Dunbar.
HUNFOLK					
Hunstanton.					
Wells.					
35 Blakeney.					
Sheringham.					
Cromer.					
Mundesley.					
Bacton.					
40 Hasborough.					
Pallings.					
Winterton.					
Caister, No. 1.					
" No. 2.					
45 Yarmouth, No. 1.					
" No. 2.					
SUFFOLK					
Gorleston.					
Corton.					
Lowestoft—No. 1.					
" No. 2.					
50 Pakefield.					
Keslingland.					
Southwold, No. 1.					
" No. 2.					
55 Thorpeness.					
Aldborough.					
Margate.					
Kingsgate.					
Broadstairs.					
60 Ramsgate.					
North Deal.					
Walmer.					
Kingsdowne.					
Dover.					
65 Dungeness.					
SUSSEX					
Rye.					
Winchelsea.					
Hastings.					
Eastbourne.					
70 Newhaven.					
Brighton.					

The following are Extracts from the General Rules of Management:—

" Each Life-boat to have a Coxswain Superintendent, with a fixed Annual Salary of £8, and an Assistant-Coxswain with a yearly Salary of £2.

" The Life-boat to be regularly taken aboard, fully manned and equipped, so that the Crew may be familiar with the qualities and proper management. On every occasion of exercise, the men are to be paid 4s. each; and on every occasion of going off to a Wreck to save Life, each man of the Crew to receive 10s. by day and £1 by night. The payments to be doubled on occasions either of extraordinary risk or of long exposure.

" The Life-boat to be kept on her Carriage, in the Boat-house, with all her gear in her ready for use. Signals agreed upon for calling the Life-boat's Crew together; and immediately on intimation of a Wreck, or Vessel in distress the Coxswain is to muster his Crew, who are to put on their Life-belts, launch his Boat, and proceed to her assistance.

" The Local Committee to make quarterly inspection, and Report to the Institution as to the behaviour of the Boat during exercise, pointing out any defect that may be remedied, and offering any suggestion that may conduce to the efficiency of the service."

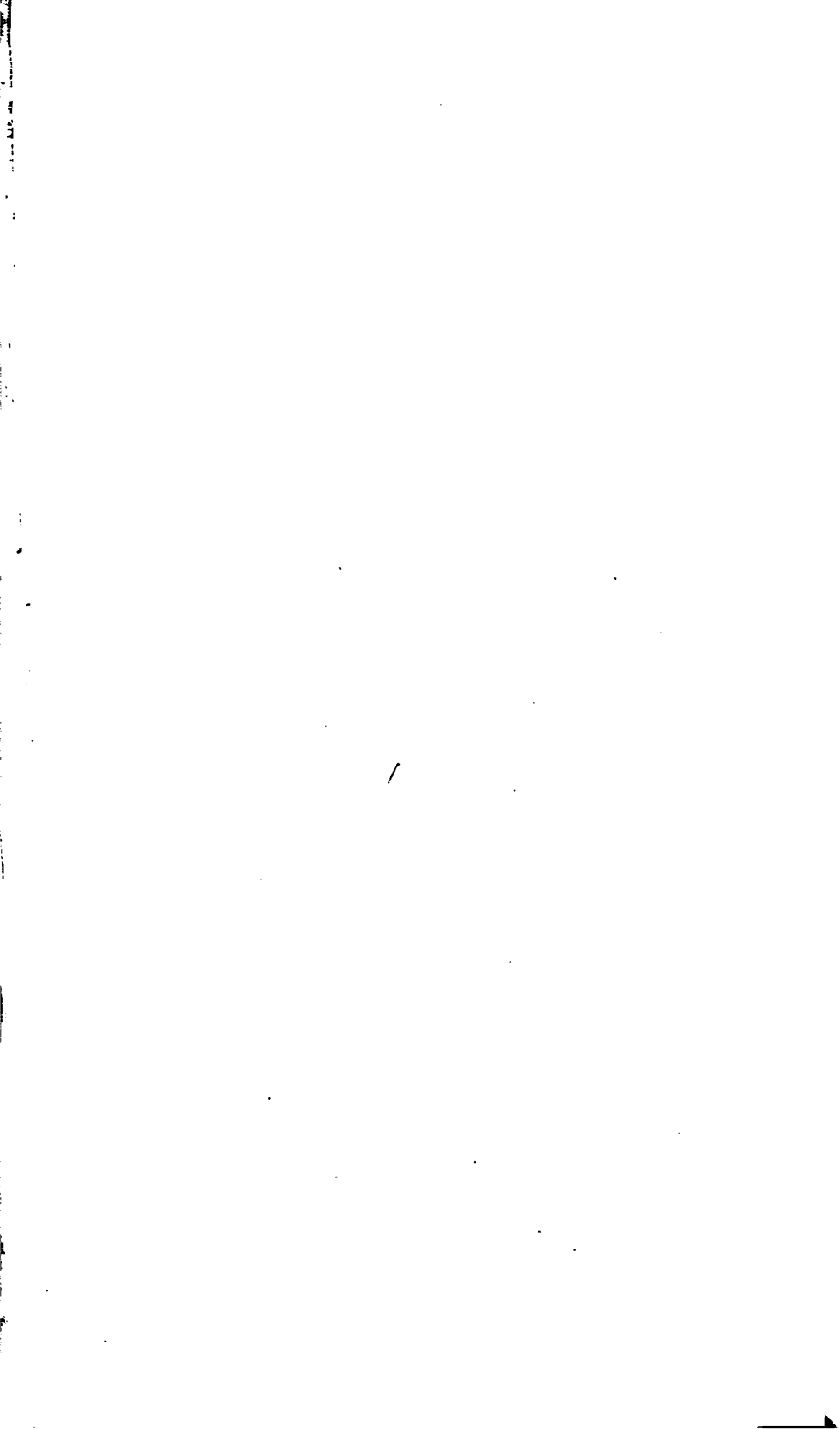


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